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INTERCEPTED.

CANTON COLLARS REMITTANCE.

MEANT FOR CHIANG.

Kwangsi Faction Collects Over Six Million.

GOVERNMENT'S MODERATE POLICY TOWARDS LABOUR UNIONS.

Collections by the Canton Government during the last few days are stated to total more than \$6,000,000. Such a big amount in revenue is very welcome to the authorities in view of the end-of-the-year financial stringency but a report in connection with the receipts makes interesting reading.

Two sums, one of over \$1,000,000 in cash and the other of \$280,000 being proceeds of an intercepted remittance to Chiang Kai-shek at Nanking, are mentioned as having been recovered from Shameen.

PRESSED FOR FUNDS.

Mr. Chao-hsin Chu (formerly China's delegate to the League of Nations) is reported by a vernacular paper successfully to have negotiated with a Bank in Shameen with regard to two sums of money which is claimed to be property of the Canton Government. Mr. Chu is, of course, the Commissioner for Foreign Affairs at Canton.

The amounts are said to be one of over \$1,000,000 in liquid funds deposited with the Bank, and another of \$280,000 paid into the Bank for remittance to Generalissimo Chiang Kai-shek at Nanking.

Official Figures.

In view of an extradition case being sub judice in Hong Kong it is inadvisable to say more at present except that the vernacular report is given here for what it is worth and because it is generally known that the Canton Government has been pressed for funds.

An official of the Canton Treasury is quoted as having stated in an interview that receipts during the last few days amounted to over \$6,000,000. The total is made up as follows:—
Over \$2,000,000 from salt taxes; receipts from the provincial districts, over \$1,000,000; revenue bureaus along the River, over \$1,000,000; from a bank, \$1,000,000.

POLICY WEAKENED?

Canton Government & the Right of Employers.

FILM SCANDAL.

WHY A GERMAN MINISTER RESIGNED.

UNAUTHORISED GRANTS.

Berlin, Yesterday.
A film scandal, which is alleged to be one of the causes of Herr Gessler's resignation as Minister of Defence, was ventilated in the Reichstag when Chancellor Marx admitted that the Government had lost several million marks through unauthorised grants to the Phoebus Film Company made by Captain Lohmann, of the Ministry of Defence, with the sanction of Dr. Gessler, for the production of so-called national films. Dr. Marx disclaimed Government responsibility. He said that the Company had been supported by the Ministry of Defence, also the Navy Department had acquired shares therein. Dr. Marx declared that the entire Cabinet deplored the affair and proposed to appoint a Commission to prevent the irregular use of public money. Captain Lohmann's conduct was being investigated.—Reuter.

SCOUTS' INSPECTION.

H.E. the Governor in his capacity of Chief Scout of Hong Kong, will inspect the Boy Scouts at Government House, on Wednesday next at 4.30 p.m., and present the Prince of Wales Competition Banner to the 1st H.K. Sea Scout Troop, which won the Competition in 1927.

TREASURY CASE.

Two Clerks Charged This Morning.

UTTERING FORGED CHEQUES.

Detective Chief Declines To Make Statement In Court.

Cheung Man-kum and Tsang On-wing, two clerks of the Hong Kong Treasury Department, were charged before Mr. Roger Edward Lindsell at the Central Magistracy this morning in connection with the Treasury losses reported yesterday.

Mr. T. H. King, Director of Criminal Intelligence, in asking for a remand, said the men were in the employ of the Treasury and he did not wish to make any statement on the case at the present.

Mr. Lindsell outlined the rough charges to the accused, which were of uttering three forged cheques, said to be of the value of \$95,000, \$78,300, and \$60,000, and remanded the men in custody until Tuesday next, when, he intimated, there would be a further remand until the following Saturday.

Mr. M. K. Lo, appearing for the first defendant, after being refused bail, said the charges were simple although serious and he therefore would like the Magistrate to fix a date for hearing.

The cheques were drawn, it is understood, in favour of the firms mentioned in yesterday's account.

SIR H. E. POLLOCK.

LEGISLATIVE COUNCIL SEAT.

To-day's "Gazette" states that the term of office of the Hon. Sir Henry Edward Pollock, Kt., K.C., representative of His Majesty's Justices of the Peace upon the Legislative Council, expired on the 15th day of January, 1928; and that he has expressed his willingness to stand again.

In the event of another Justice of the Peace being nominated, a meeting of the Justice other than Government Officials will be held at the Supreme Court on Monday, February 6, 1928, from 12 Noon to 1 p.m., for the purpose of electing a representative of the Justices upon the Legislative Council.

Justices of the Peace, who are Government Officials, are not entitled to take part in these proceedings. Every candidate must be nominated in writing by one Justice and seconded by another, and the nomination delivered to Mr. R. E. Lindsell not later than Monday, January 30, 1928.

LOCAL ARCHITECTS.

MANY NAMES TO BE REMOVED.

It is proposed to remove the following names from the List of Authorised Architects:—Messrs. F. R. J. Adams, R. W. Bateman, F. Clemes, A. Denison, A. E. Griffin, W. L. Leask, A. S. Mill, H. Pooley, Sik Chung-yeung, E. M. Wood, Wan Seung-lun, Wong Sik-lam, F. Newall Young, for the reasons that they are not now practising locally and have left the Colony.

The name of Mr. James Smith Gibson has been added to the List of Authorised Architects.

APPOINTMENTS.

The following appointments and notices appear in to-day's "Gazette":—
The King's Exequatur empowering Monsieur Eduardo Gallardo A to act as Consul for Chile in Hong Kong has received His Majesty's signature.

Corporal Henry Russell Forsyth to be Second Lieutenant in the Hong Kong Volunteer Defence Corps, with effect from January 14, 1928.

The Rev. James Horace Johnston to be one of the German Missions Trustees.
The Rev. Charles Brodie Shann to be one of the German Missions Trustees, in succession to the Rev. Arthur Dudley Stewart, resigned.

Captain James Charnock, Army Educational Corps, to be a Member of the Board of Education for a further period of two years, with effect from January 15, 1928.

TO-DAY'S DOLLAR.

The closing rate of the dollar, on demand, to-day was 2/0 3/16.

BANKS PRESSED.

Demands By Nationalist Government.

YANG SEN BETWEEN 2 FORCES.

Campaigns Along Yangtze And In Hunan.

Shanghai, Yesterday.
Several native banks at Shanghai may go into liquidation in consequence of heavy contributions demanded by the Nationalist Government.—British Naval Wireless.

SACKING OF ICHANG.

Yang Sen To Be Punished By Two Armies.

Following the reported sacking and pillaging of Ichang (a Yang-

RAIN COMING!

North-east wind, moderate, generally overcast, some rain, is the official weather forecast until noon to-morrow.

asse Treaty port 370 miles above Hankow) by troops under General Yang Sen, two bodies of troops—both "allied" to the Nationalists of Nanking—are moving to overcome Yang Sen.

According to overnight cables, General Lu Ti-ping (of the 2nd Nationalist Army) is going up the Yangtze from Shasi in pursuit of Yang Sen.

Above Yang Sen's position is a Szechuan army under General Liu Hsiang who will move down-river, states a Chinese cable, cut off Yang Sen's retreat.

15 Miles From Shasi.

The 2nd Nationalist Army of 20,000 men (under General Lu Ti-ping) is reported to be 15 miles east of (i.e., below Shasi, which is 83 miles below Ichang. This army is expected to enter Shasi to-morrow (Saturday).—British Naval Wireless.

HUNAN WAR.

Kwangsi General and Allies Advancing.

Shanghai, Yesterday.
The 13th and 44th Nationalist armies from Hankow and the 3rd Kwangsi army from Nanchang are advancing against Hunan province.

It is reported that General Pei Chung-hsi (of the Kwangsi faction) is on the eve of occupying Yochow, having captured Chengling, the entrance to Poyang Lake after a heavy bombardment by Nationalist gunboats.—Reuter.

Capture by Navy.
Shanghai, Yesterday.
The 2nd flotilla of the Nationalist Navy attacked Chengling and then captured Yochow from

SWATOW DANGER.

Ironides Advancing On City.

Private wireless messages from a reliable Swatow source state that the Ironides are 60 miles north-west of the port and have defeated the pro-Canton Government forces in that vicinity and are now advancing.

the Hunanese armies. Chinese sailors have been landed to take over.

General Liu Hsiang of the Hunanese Army has retired. The Nationalist flotilla has asked the Nationalist troops to follow up and reports that a gunboat has been recaptured from the Hunanese forces.—"Wah Keung Po."

NORTH & SOUTH.

Possible Peace Terms and Latest Developments.

Shanghai, Yesterday.
It is reported that Generalissimo Chiang Kai-shek has informed the Northern peace delegation that his peace terms include the retirement of Marshal Chang Tso-lin in favour of Marshal Chang Hsueh-ling or General Yang Yu-ting; the hoisting of the Nationalist flag in Northern China; and adherence of Northern leaders to the late Dr. Sun Yat-sen's Three Principles.

It is expected that Peking will reject the demands.—Reuter.
Peking, Yesterday.
There is much speculation re-

NEW YEAR THREAT.

Communist Plots In 3 Cities.

CANTON MILITARY PATROLS.

Danger At Shanghai: Martial Law At Hankow.

Following the rumours that Communists were plotting to break out in Canton city again towards China New Year Eve or just after the New Year, the authorities have sent out military patrols each of eighty men with quick-firing rifles. The Police armoured car is also out on duty and the two brigades at the disposal of the City Defence Commissioner have been mobilised. The City Police have arrested a man alleged to be a Communist. He has been identified as having taken a prominent part in the riots and subsequent looting of last month when the Government was overthrown.

To-night or To-morrow.

Shanghai, Yesterday.
It is reported here that Communists are planning a rising to take place on the evening of Jan. 21 (to-night) or 22 (China New Year's Eve).—British Naval Wireless.

Martial Law Prevails.

Hankow, Yesterday.
Martial law is still in force here and the situation is obscure.—British Naval Wireless.

(Note: Wireless messages this week hinted at possible trouble between the Red element and the Nationalist authorities. Barricades have been erected in the streets of Hankow City.)

WHITES DEFEATED?

Reds Between Bias Bay And Swatow.

News about the local Soviet Government at Hoifung and Lukfung (between Bias Bay and Swatow) is mixed up with reports about the Ironides, these reports being distinctly contradictory.

Whereas one paper gives credence to a rumour that the Ironides (Cantonese troops opposed to the present Canton Government) were attacking Swatow, another report is published simultaneously to the effect that the Ironides have been nearly all pressed out of Kwangtung into Kiangsi province.

Official Opinion.
Official quarters are of the opinion that no change has occurred at Swatow where the Kwangsi faction still prevails.

The report unfavourable to the Ironides goes on to say that the Kwangsi commander at Swatow will be able to clear out the Hoifung Reds in a few weeks.

Refugees' Stories.

Refugees from districts between Bias Bay and Swatow state that the Red reign continues. Boys of 14 and 15 are recruited to serve as bodyguards; women are enlisted as reserves; and each family has to provide under pain of death at least one soldier. Houses are painted with Red signs to denote "Government" appropriation. A body of regular troops has been defeated by the Communists. The troops wore red cap-covers as a distinguishing colour as the Communist hordes covered their heads with white, the sign of mourning; to indicate that they were all prepared to fight to death.

garding the conference of military commanders beginning on Jan. 24. The opinion is gaining ground that the question of petitioning Marshal Chang Tso-lin to assume the Presidency may not be decided as originally expected.

Weakness Of Co-decision.
The conference may decide on important changes in the Cabinet including removal of the Premier, Mr. Pan Fu, and the Finance Minister, Mr. Yen Tze-pu. It may decide that General Chang Tsung-chang be given the post of Inspector Commissioner of Chihli and Shantung which is a nominal promotion but will leave him few troops, and result in Marshal Sun Chuan-fang becoming the tuyen of Shantung.

The retirement of Chang Tso-lin's henchman, Mr. Pan Fu (the Premier), would also considerably weaken him. It is possible that the question of co-operation with the South for the revision of Treaties may also be brought up, as well as the question of peace or war with Shansi and the campaign against Marshal Feng Yuxiang (the "Christian General").—Reuter.

ON PIRACY.

WHY IT FLOURISHES IN THE SOUTH.

PEOPLE TO BLAME.

Troubles Of The Spirit Of Compromise.

CAREER OF NOTORIOUS OUTLAW LEADER IN CANTON DELTA.

[By "Li Chung-yin"]

Strange though it may sound, the Cantonese people themselves are in a great measure to blame for the constantly growing evils of piracy and brigandage.

Such a statement is not made in the psychological sense nor is it intended in the confines of this article to refer to the economic condition of Kwangtung and Kwangsi provinces as being one of the basic causes of outlawry.

"The pirate of South China is equivalent in the social organisation with the bandit in North China. He naturally becomes most active when Governments are weak. . . . The Canton delta is a particularly lucrative place for pirates because of the large amount of shipping there," wrote an expert who is highly qualified to express views on the subject.

THE GO-BETWEENS.

But why should Cantonese waters be lucrative for pirates when there are other places in the world which have even more shipping?

To answer this question, I will again quote from the authority referred to:—

"Chinese shippers are pleased to pay this assessment (a tax or levy by pirates), because it gives them a protection which the Government cannot afford.

"The pirates . . . have a well-organised system of levying on all Chinese boats which ply on the Canton Rivers. Operating from a centre in Bias Bay, they levy what is tantamount to a tax.

Fundamental Trouble.

"Blackmail" is a term very appropriately used by one of the outport correspondents of the "China Mail."

In law, perhaps, the correct charge is one of demanding (or obtaining) money by threats. Whatever one chooses to call it, such safe-conduct money is paid regularly and systematically and, in a good many cases, willingly.

As I have ventured to explain in other articles, mostly in connection with peculiarities in Chinese politics, the fundamental trouble is the long-standing Chinese abhorrence of direct action—the preference for compromise to permanent settlement.

Although they know fully well that by paying they prolong the trouble, they do so rather than face an issue for once and all.

Pirate as a Gentleman!

Remonstrance is useless. A Chinese shipowner said to me, not in so many words:—
"It is cheaper to buy safety than to fight for it; and it is more efficacious to pay for immunity than to wait for it."

No pen picture will do justice to the mentality of persons—of both sexes—engaged directly or indirectly in piracy or brigandage as a vocation.

I had the opportunity of becoming acquainted with a leader whose men were engaged in out-lavry on both land and sea. He was a gentleman in most senses of the term but he was a blood-thirsty individual in business.

Secret of Success.

This man's name is known to a good many Chinese in the Colony. It is Wong Cho'r. It conveys little or nothing but his nickname was known and feared, being "Kwai Yan" Cho'r. The first two words are used, literally, to designate, a retired mandarin who becomes a country squire. In common usage, they denote a "character."

Wong Cho'r was comparatively a young man when he died a year or two ago, shot down by Nationalist troops when feeling from justice. His following numbered only two or three hundred, but from his native district of Pun U, in the Canton delta, his influence extended across the estuary of the River, to towns fifty and a hundred miles away.

The secret of his success was that he kept to bargains he made with all those who paid him an agreed fee.

Those Who Pay.

For mutual strength, Wong

Cho'r allied himself with several other notorious pirates.

Farmers within a certain radius of his home paid him tribute in ratio to the quantity of padi collected at each harvest. It was the same with other crops or produce. If he was not paid, the farmers would be plundered—and attacked. But when he was paid, he fought tooth and nail to prevent anybody else obtaining extortion.

Tow-boats and native cargo craft passed several points in the River where his men were posted. The owners paid and were guaranteed protection along those parts of the waterway.

Chang Tso-lin Story.

Marshal Chang Tso-lin, head of the Peking Government, is known all over the world to have been a bandit in Manchuria in his younger days. He was engaged in business before that. The story goes that he was returning from the interior with furs purchased with his master's money. Normally, the furs would have been taken from him and he would have been held for ransom. It is said that the robbers allowed him to go on parole with his furs, after his promising to return so that he could be kept a prisoner until funds were forthcoming. Impressed by his honesty, the robbers took the present Dictator into their fold and ultimately made him their leader.

This yarn goes to show that a degree of honour does exist among China's outlaws. At any rate, they find people who trust their word and treat with them readily.

Curious Go-Betweens.

When a man is made a captive, the pirates or bandits, as the case may be, communicate with his relatives. When terms are agreed upon, the relatives receive instructions as to where and how the ransom is to be paid. And payment is always on trust.

Up-country shops, tea-shacks at the cross-roads and sometimes monasteries act as the go-betweens. Nowadays one finds respectable firms in towns acting as intermediaries. The excuse is that they are acting under pressure and threat of punishment for non-compliance. At any rate, they enjoy the confidence of the captors. I am of the opinion that they work both for remuneration and because they are in some indirect danger.

I have never heard of a case where the ransom went astray or where release was not effected a few days after payment! In spite of the foregoing, the willingness of people who pay cannot be condoned. It can only be said that their view is much too short-sighted.

A shipowner gets into touch with pirate gangs who dominate waterways on which his boats are engaged; but he does not realise that submission encourages other marauders to make a bid. A farmer knows that it costs him as much as a pail to protect his crops; but he fails to realise that another gang may wreck his fields if only to impress upon him that his protectors are not the only ones in the game. A village renders tribute to a band of robbers in the vicinity; but by doing so it advertises the fact that it is able to pay and thereby induces rival hands to send threats or launch attacks on it.

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MR. LI HON FUN begs to state that he has been a teacher of Chinese to European Officers and Merchants in Hong Kong for more than twenty years, that he has had considerable experience in training students for examinations in Chinese, and holds first-class certificates. Persons wishing to study the Chinese language are requested to communicate with him at No. 104, Praya East, first floor. Terms moderate.

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UNION WATERBOAT CO., LTD.
NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ANNUAL GENERAL MEETING of Shareholders will be held in the Offices of Messrs. Dodwell & Company, Limited, on TUESDAY, the 7th February, 1928, at 11 a.m. for the purpose of receiving the report of the General Managers together with a Statement of Accounts to 31st December, 1927.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th January to 7th February, 1928, both dates inclusive.

DODWELL & COMPANY, LTD.,
General Managers.
Hong Kong, 21st January, 1928.

THE HONG KONG LAND INVESTMENT AND AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that the FORTIETH ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. Jardine, Matheson & Co., Ltd., on THURSDAY, 9th February, 1928, at 12.30 p.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1927.

The REGISTER of SHARES of the Company will be CLOSED from THURSDAY, 26th January to THURSDAY, 9th February, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors,
L. S. GREENHILL,
Secretary.

Hong Kong, 10th January, 1928.

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SCHOOL will REOPEN February 28th. Examination for New Students. TUESDAY, February 7th, at 9.30 a.m. For Prospectus, for Boarders and Day-boys apply: ST. STEPHEN'S COLLEGE, Prospect Place, Hong Kong, 21st January, 1928.

BANK HOLIDAY.

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY and TUESDAY, the 23rd and 24th instant.

Hong Kong, 18th January, 1928.

NOTICE.

THE CHINA LIGHT & POWER CO. (1918), LTD., beg to notify their Consumers that owing to Alterations in the Generating Station, the Supply of Electricity will not be available between the hours of 9 a.m. and 4 p.m. on MONDAY, the 23rd January.

SHEWAN, TOMES & CO.,
General Managers.

Hong Kong, 20th January, 1928.

FANLING HUNT STEEPLECHASES.

SATURDAY, 21st JANUARY,
at 3 p.m.

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\$1.00. Ladies Free.

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NO CHANGE.

JAPANESE MINISTER'S
VIEW.

CHINA REVIEWED.

Peking, Jan. 12.

In an interview with the local Japanese Press representatives today, Mr. Yoshizawa, the Japanese Minister, said:

"Generally speaking, there have been no particular developments in the situation in China for the last ten days. As to the negotiations on the pending Mongolia-Manchuria questions, hereafter some of the questions will be discussed in Peking, and some questions will be referred to local negotiations. But, as preparations are not completed, we have not yet entered into negotiations, though it is a fact that a certain degree of understanding has been effected between Japan and China."

"As to the question of Korean farmers in Manchuria, both the Japanese and Chinese authorities are studying the matter. The question relating to the illegal taxation in Manchuria is under negotiation at Peking, but no settlement has been reached in this connection. The report that the negotiations on the construction of a railway line between Korea have been concluded, is untrue."

Yangtze Affairs. Referring to the situation along the Yangtze River, Mr. Yoshizawa said that, though Britain had withdrawn part of her defence forces from Shanghai, it could not be said that the situation along the Yangtze had been quite settled. Japan and America have their marines still stationed there, he stated.

With reference to the report of co-operation and approach between Japan and Russia in regard to the Mongolia-Manchuria problems, the Japanese Minister admitted the existence of favourable relations between the two countries.

"I know the negotiations between Japan and Russia are progressing favourably at Moscow, but I believe that the negotiations are not on the Mongolia-Manchuria questions or China, but merely on problems between Japan and Russia, the Japanese Minister explained."

Nanking Tax Policy. In regard to the Nanking Government's plan to issue Treasury Bonds on the security of the 2.5 per cent. surtax, the Japanese Minister said:

"It doesn't matter how the Nanking Government will dispose of the revenue, but if its action affects the interests and position of Japan, Japan intends to take adequate steps. As to the attitude of the foreign Powers regarding the customs question, they have not yet agreed to take joint action, but an exchange of views is taking place between them from time to time."

So far the foreign Powers have taken steps in concert as regards their common interests. But sometimes the Powers are unable to agree according to the nature of matters and circumstances, even if the matters are of common interest. At present, the Powers have no alternative but to act as they deem fit separately."

Turning to the subject of China's customs tariff autonomy and the abolition of extraterritorial rights, Mr. Yoshizawa expressed his views as follows:

"The foreign Powers are paying a great deal of attention to what steps the Chinese Government, which has declared abrogation of its treaties with Belgium and Spain in the hope of restoring the customs tariff autonomy and abolishing extraterritorial rights, will take regarding its Treaties with other Powers on expiration of treaties in the future."

Legitimate Means. "Apart from the attitude of other foreign Powers towards this matter, Japan intends to request China to accomplish her ends by legitimate means."

"The illegal taxation now in force in various parts of China is a great inconvenience to Japan who has deep interests in China. Japan, therefore, earnestly desires that China recover customs tariff autonomy by legitimate means and fix a statutory tariff. I believe that other foreign Powers will also agree to this."—Toho.

Mrs. Emily May Field, of Sowell Farm, Galleywood, near Chelmsford, was rammed at Chelmsford charged with the murder of her five-months-old daughter, Dora Mary Constance, who was found drowned.

"Yes," sighed the bride, "marriage makes a big difference." Her mother-in-law laughed. "Can one month's experience really have taught you so much wisdom? But tell me, child," she said, "what has George been doing? Is anything wrong?"

"Oh no," said the girl, "I don't think anything's wrong." She hesitated for a minute. "But do you know," she continued, "when I sat on George's knee now his foot goes to sleep, ever so much more quickly than it used to."

TRADE WITH CHINA.

(Continued from Page 2.)

The President's Comment. It goes without saying that the important suggestions made by Mr. Ellinger aroused considerable comment throughout the city. The "Manchester Guardian Commercial" of November 17, contained an account of the views of a number of business men, amongst which was the following statement made by Mr. W. E. Thompson, President of the Chamber:

"I very much welcome papers and discussions of the kind of which Mr. Ellinger's address was so admirable an example."

The problems facing the Lancashire trade are so complicated that there is need for help from every quarter in ventilating possible solutions, so that eventually we may see what is best. At the same time there are limits to the usefulness of public discussion and press comment. There is a point beyond which progress becomes impossible in the limelight."

As President of the Chamber, I happen also to be chairman of the Joint Committee of the Cotton Trade Organizations, which is as interested as anybody could be in all such matters. I'm also interested in the Shipping Merchants' Committee of the Chamber of Commerce, where we study these questions from the shipping merchant's point of view. The Cotton Trade Statistical Bureau, which is run at the Chamber of Commerce, is also able and anxious to contribute much of value to the research necessary before a final answer can be given to many of the questions raised by Mr. Ellinger."

It is perhaps not sufficiently understood that every one of the bodies and organizations thus named is at the present moment definitely and actively engaged in studying and considering not only such points as Mr. Ellinger raised, but others in addition. They will find his paper extremely useful, though I am bound to say, as he himself did, that in some respects it is more provocative than final."

I am speaking as a responsible official of voluntary organizations, and I, therefore, cannot discuss vertical units in the cotton trade, which would be an interference with the existing state of affairs. If such ever come, and I see no signs of them at the moment, it could only be by the private initiative of those actually concerned. That being so, we have to work and think on the assumption that the present horizontal organization will be the basis in the future as in the past."

The question propounded by Mr. Ellinger really amounts to whether we can regain lost ground by co-operation between the various sections in the production of highly competitive and probably more or less standardised lines."

The first thing to be considered is that nothing must be done to interfere with the production and distribution of high-class and distinctive novelties. Lancashire's reputation for producing the best and widest range of high-class goods is invaluable. We can suit every taste and appeal to every eye. Our future depends on doing this more and more successfully, because the standard cheaper goods will always be easier for our competitors to beat us in."

My own view is, however, that it would be to our great advantage if we could spread our overhead costs on these high-class goods by regaining and maintaining a certain proportion of our trade in medium or low qualities, which would more or less correspond to the standard goods of our competitors."

The world co-operation implies many difficulties for a trade which is horizontally divided."

The various committees mentioned above are at work on the problem, and I confess that it is my earnest personal hope that some practical steps forward may be found possible. I should not be so optimistic as to hope that we should regain all our lost trade, but I do think we can do something to increase employment, to spread overhead costs, and to re-establish Lancashire's prestige as a source of supply."

Standardisation may be somewhat foreign to the Lancashire cotton trade, but it is a feature of modern industry and we must see how we can remodel ourselves as to be in keeping with the times."

The details, as I have said before, are better discussed in private round a committee table, but these public discussions do much good in preparing the minds of people in the trade for the proposals which their various committees must work out."

THE \$600,000 FILM.

BEN-HUR

COMING TO THE

QUEEN'S

Monday, January 30th.

"Yes," sighed the bride, "marriage makes a big difference." Her mother-in-law laughed. "Can one month's experience really have taught you so much wisdom? But tell me, child," she said, "what has George been doing? Is anything wrong?"

"Oh no," said the girl, "I don't think anything's wrong." She hesitated for a minute. "But do you know," she continued, "when I sat on George's knee now his foot goes to sleep, ever so much more quickly than it used to."

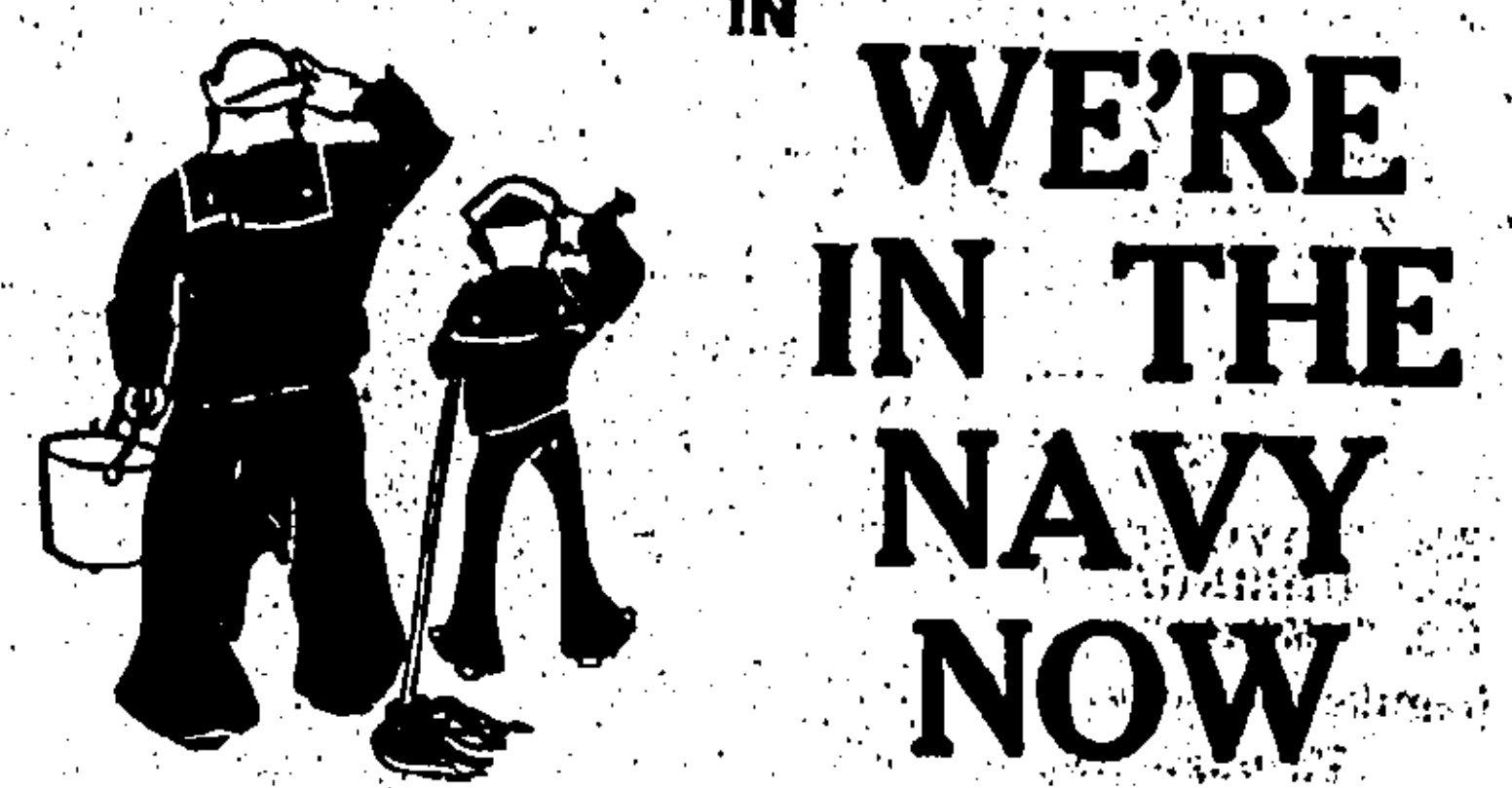
"We were very surprised when the aide-de-camp came. I answered that we should be delighted to try the cough cure," and he returned

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THURSDAY TO SATURDAY

CANCER RISKS.

X-RAYS AS A DEPILOTORY.

LICENCE REFUSED.

Dr. M. Knobel, London County Council Medical Officer, giving evidence in connection with a licence applied for by a massage establishment, proposing to employ X-rays as a depilatory, declared that the procedure entailed risk of cancer.

The risk was the graver, because the public was not aware of the dangerous effects of X-rays, especially when the treatment was repeated, the skin undergoing a change months afterwards. Numerous cases of facial cancer had been recorded as arising from X-ray treatment."

The Council refused the application, and declared that the establishment must close in spite of the fact that several patients were already undergoing treatment."

COUGH MIXTURE.

PRINCE'S GIFT TO A CHILD.

During a recent journey of the Prince of Wales in a train from Kettering to Melton Mowbray, Mrs. Fleming, of Drumwalt, Cambridgeshire, and her daughter Daphne, aged seven, occupied the next compartment. Daphne had a troublesome cough, and not long after the Prince of Wales and Prince George, who were in hunting kit, joined the train at Kettering. The Prince of Wales sent his aide-de-camp to Mrs. Fleming to inquire if she would like to try the Prince's favourite cough cure. Mrs. Fleming, describing the incident to a representative, said: "We were very surprised when the aide-de-camp came. I answered that we should be delighted to try the cough cure," and he returned

UNCLAIMED.

TELEGRAMS AWAITING COLLECTION.

Telegrams await collection at the offices of the Great Northern Telegraph Co. (Ltd.), as under:—

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HONGKONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

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Victoria Peak	1823
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The Eyrie	1728
Peak Hotel	1308
Taikeo Sanatorium	1000
Mt. Davis	877
Bowen Rd. (Hillside)	297
Mainland.	Feet.
Taimoshan	8124
Kowloon Peak	1971



with the bottle. Daphne's handkerchief was sprinkled with the mixture and it gave her relief."

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Regular Passenger and Cargo Service to South African Ports.
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\$120, \$112, \$110, \$102 \$88, via San Francisco.
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*SIBERIA MARU (Calls Los Angeles) Tuesday, 6th March.
*Calls Keelung.
LONDON via Singapore, Suez, Marseilles & Ports.
HARUNA MARU Saturday, 28th January.
KAMO MARU Saturday, 11th February.
KATORI MARU Saturday, 25th February.
SYDNEY & MELBOURNE via Manila & Ports.
MISHIMA MARU Wednesday, 22nd February.
TANGO MARU Wednesday, 21st March.
BOMBAY via Singapore, Penang & Colombo.
MALACCA MARU Monday, 27th January.
TAMBA MARU Saturday, 11th February.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
GINYO MARU Monday, 6th February, 1928.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAWACHI MARU Wednesday, 29th February.
NEW YORK and/or BOSTON via PANAMA.
TATSUNO MARU Friday, 10th February.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.
DELACOA MARU Tuesday, 7th February.
CALCUTTA via SINGAPORE, PENANG & RANGOON.
RANGOON MARU Tuesday, 31st January.
NAGASAKI, KOBE & YOKOHAMA.
AKI MARU Friday, 17th February.
SHANGHAI, KOBE & YOKOHAMA.
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SPHINX 15th Feb.
PORTHOS 29th Feb.
PAUL LECAT 14th Mar.
For Shanghai and Japan
G. METZINGER 1st Feb.
SPHINX 15th Feb.
PORTHOS 29th Feb.
PAUL LECAT 14th Mar.
For Marseilles
ANGERS 31st Jan.
D'ARTAGNAN 14th Feb.
G. METZINGER 28th Feb.
SPHINX 13th Mar.
PORTHOS 27th Mar.
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SHIPPING SECTION.

FOR FAR EAST.
LAUNCH OF "GREYSTOKE CASTLE."
VESSEL DESCRIBED.
The "Greystoke Castle" was launched on the Mersey on December 8 to the order of the Lancashire Shipping Co., for which Messrs. Dodwell & Co., Ltd., are agents in Hong Kong.
The "Greystoke Castle" is of the following dimensions:—Length, 425ft. b.p.; breadth moulded, 68ft.; depth moulded, 31ft. 9in.; displacement load, about 13,200 tons; and an estimated speed of about 14 knots.
She is built of mild steel, under special survey, to Lloyd's 100 A1 class and is constructed on the fisherwood combination system of framing. She has a straight stem and an elliptical stern. A cellular double bottom extends all fore and aft and is divided into numerous compartments for oil fuel or water ballast, etc., while the fore and after peaks are fitted as ballast tanks. Two complete steel decks run all fore and aft, and in addition there are forecastle, long bridge and poop decks. Five large holds are available for cargo and also five 'tween deck spaces, all with extra large hatches. Two deep tanks are fitted amidships for the carriage of oil, etc. Steel derricks are provided at the masts for working the cargo, one being suitable for 30-ton lifts, 10 for 8-ton and 2 for 5-ton lifts. Powerful electric winches are installed at the masts and special arrangements made for dealing with heavy loads. A large warping winch, electrically-driven, is fitted on the poop. A powerful electric windlass is provided on the forecastle deck, the motor being installed on the deck below. Electro-hydraulic steering gear is fitted in a house aft and is controlled by telemotor gear from the navigating bridge forward, and by rods and gearing from the docking bridge aft.
Accommodation for officers and engineers is provided in separate houses on the bridge deck, the cabins being well fitted with all modern comforts.
State Rooms for Passengers.
The captain's rooms, six state rooms and a smoking room are situated on the lower bridge immediately above the officers' accommodation, while the wireless operators and W/T instrument room are on the navigating bridge immediately aft of the chart-room. Accommodation for P.O.'s and crew is provided in the poop. It is fitted in the most modern manner, complete with separate mess-rooms, etc. A hospital for the crew is arranged in a house on the poop deck, also a crew's galley. The officers' galley is at the forward end of the engine casing on the bridge deck and is complete with range, dressers, troughs and all necessary utensils. Six staterooms are provided for passengers; they are tastefully decorated and upholstered in good style. The dining saloon is in a house at the forward end of the bridge deck and has seating accommodation for 16 persons.
Electric light is installed throughout the ship, the current being provided by four Diesel-driven dynamos situated in the engine-room, the voltage being 220 D.C. and the wiring on the double-wire system. Life-saving appliances are provided in accordance with the latest Board of Trade requirements. Insulated store rooms are fitted at the after end of the bridge complete with electric refrigerating machinery. The masts are of steel and have steel telescopic topmasts of ample strength to take the strains from derricks, etc. They are strongly rigged. Wireless telegraphy is installed.
Engines and Machinery.
The two main engines are four-stroke cycle, single-acting reversible Diesels of the Worksop type, and have been supplied by the North Eastern Marine Engineering Co., Ltd. They are of improved design, each engine having six cylinders of 780 mm. diameter by 1,500 mm. stroke. The machinery has been constructed to comply with the requirements for Lloyd's highest class. The starting position is at the floor level at the centre of the engines on the inboard side, and the whole of the levers and hand-wheels necessary to control the engines are grouped together in handy positions at this point. The starting air is stored in two large mild steel reservoirs placed in the wings of the engine-room at the main deck level. The air compressors are driven from their own crank at the forward end of the engines, and the bilge, sanitary and lubrication pumps are also driven by the main engines by means of levers from the compressor crosshead. The h.p. fuel pumps are driven by eccentrics on the half-time shaft, the auxiliary h.p. fuel pump and the main engine turning gear being driven by an electric motor. Governors of the Aspinall type are fitted to prevent racing. The electrical power for the vessel's auxiliaries, lighting sets, &c., is provided by four auxiliary Diesel engines, made by Messrs. W. H. Allen, Sons and Co., Ltd.
The other auxiliaries of a well-equipped engine-room consist of a cooling water pump and a ballast pump, both of the vertical centrifugal type, a lubrication oil pump and oil fuel transfer pump, a general service pump and emergency oil fuel transfer pump, auxiliary and emergency air compressors and three oil purifiers. All these auxiliaries are electrically driven with the exception of the emergency oil fuel transfer pump, the emergency air compressor and two feed pumps, which are driven by steam at 135 lbs. per square inch supplied from an unusually large Cochran boiler fired by oil fuel plant of the low-pressure type. A well-fitted workshop has been installed, complete with lathe, drilling machine, grinder, &c., and driven by electric motor.
The vessel and her machinery have been constructed under the supervision of Messrs. Esplen and Sons, Liverpool, consulting engineers on behalf of the owners (Messrs. the Lancashire Shipping Co., Ltd. of Liverpool), as well as that of Captain Lightoller, marine superintendent of the company.

CONSIGNEES' NOTICE.
Consignees of Cargo ex s.s. "City of Calcutta" are reminded to take delivery of their goods which will be subject to rent after January 23.

LAST TRIP.
CEYLON STEAMSHIP COMPANY
CEASING OPERATIONS.
On December 20 the s.s. "Lady Blake" left on her last round-the-Island trip as a steamer of the Ceylon Steamship Company. She returned to Colombo on December 23, and at the end of the year, the Ceylon Steamship Company, which has done considerable service in the carriage of goods and passengers from Colombo to the other ports of Ceylon, since the suspension of the Government steamer service in 1923, ceased to exist. For a period of thirty-nine years, receiving an annual subsidy of \$3,000 from Government, the Company has served the people of Ceylon, but now that the railway is able to serve all the ports, with the exception of Hambantota, the Company is to be wound up.
On June 28, 1888, the first steamer of the Company, the "Lady Gordon" was launched and arrived in Ceylon on September 29 of the same year and began its round-the-Island service on October 8. This service replaced that afforded by the s.s. "Serendib," the Government steamer. After the launching of the "Lady Gordon" all ships built for the Company were named after the wives of former Governors of the Colony. The "Lady Havelock," which went ashore off Batticaloa, during a cyclone, was the second ship to be launched by the Company. The "Lady Blake" and "Lady McCullum" followed the place of the "Lady Havelock," and the service round-the-Island, with a trip to Minicoy, the lighthouse, once in six months, was carried out till the Great War, when the service was reduced to one steamer. The ill-fated "Lady McCullum" carried on this service till January 1, 1926, when she struck a sunken reef off Kulkunai, on the East Coast, and became a total wreck.
The company found itself without a vessel when the "Lady McCullum" was wrecked, as its steamer, the "Lady Blake" had been sold to the E.I.S.N. Company, when it was decided to reduce the service to one steamer.
In order to keep the contract with the Government the company chartered the "Lady Blake." These contracts with the Government were for periods of five years, renewable at the end of such period.
On December 31, 1926, the last contract for five years expired but at the request of the Government it was renewed for one year, closing on December 31, 1927.
The "Lady Blake" made her last trip to Minicoy a few weeks ago. On the vessel being taken back by its owners, it will call at Indian ports and may pay periodic visits to Colombo.
The "Lady Blake" was built in Dundee and completed in 1907. She sailed on her maiden trip round the Island on May 6, 1908 and her commander then was Capt. J. C. Whitley. She is a twin screw vessel of 1,097 net tons. Her present commander is Capt. D. J. Sinclair.

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ATLAS MARU Friday, 3rd February.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.
MONTEVIDEO MARU Friday, 10th February.
BOMBAY—Via Singapore and Colombo.
SUMATRA MARU (Calls at Karachi) Sunday, 22nd January.
HONOLULU MARU Friday, 3rd February.
* (both calls at Karachi).
SHINGO MARU Tuesday, 7th February.
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND MOZAMBIQUE—Via Singapore and Colombo.
CHICAGO MARU Tuesday, 31st January.
CALCUTTA—Via Singapore, Penang and Rangoon.
SEATTLE MARU Wednesday, 25th January.
TACOMA MARU Saturday, 25th February.
VICTORIA, SEATTLE, TACOMA & VANCOUVER Via Japan Ports.
AFRICA MARU (from Shanghai) Monday, 23rd January.
HAIPHONG—Via HOIHOW & PAKHOI.
TAIKWA MARU Tuesday, 31st January, 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.
HAVANA MARU Friday, 8th January.
JAPAN PORTS
BINGO MARU Tuesday, 24th January.
KEELUNG via SWATOW & AMOY.
KAJO MARU Sunday, 22nd Jan., 11 a.m.
HOZAN MARU Sunday, 29th January, 11 a.m.
TAKAO via SWATOW & AMOY.
DELI MARU Thursday, 20th January, 10 a.m.
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DEVANHA	8,155	21st Jan.	Marseilles, London, Antwerp & Hull
DELTA	8,097	27th Jan.	Straits and Bombay
MALWA	10,086	4th Feb.	Marseilles & London
KHYBER	9,114	18th Feb.	Marseilles, London, Antwerp & Hull
NELLORE	6,853	25th Feb.	Marseilles & London
KIDDERPORE	6,334	29th Feb.	Straits & Bombay
MACEDONIA	11,120	3rd Mar.	Marseilles & London
KASHMIR	9,135	10th Mar.	Marseilles, London & Antwerp
KARMALA	8,095	17th Mar.	Marseilles & London
MANTUA	10,046	24th Mar.	Marseilles & London
KALYAN	9,144	31st Mar.	Marseilles, London & Antwerp
MONGOLIA	10,953	7th Apr.	Marseilles & London
MOREA	9,005	14th Apr.	Marseilles & London
KASHGAR	10,980	15th Apr.	Marseilles, London & Antwerp
DEVANHA	8,155	22nd Apr.	Marseilles & London
MACEDONIA	11,120	29th Apr.	Marseilles & London

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TAKADA	6,940	12th Feb.	Singapore, Penang & Calcutta
TALAMBA	8,018	26th Feb.	Singapore, Penang & Calcutta

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EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	27th Jan.	Manila, Port Holland, Sandakan, 10 a.m.
TANDA	6,956	2nd Mar.	Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	30th Mar.	

Regular monthly sailings from Hongkong to Japan and Hongkong to Australia.
The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Hsiao, Cebu, Kolambung, Tawao, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

KHYBER	9,114	22nd Jan.	Shanghai, Moji, Kobe & Yokohama
TAKADA	6,940	23rd Jan.	Amoy, Moji, Kobe & Osaka
*KIDDERPORE	6,334	2nd Feb.	Moji & Kobe
KHYA	9,135	3rd Feb.	Shanghai, Moji, Kobe & Yokohama
MACEDONIA	11,120	4th Feb.	Shanghai, Moji, Kobe & Yokohama
TANDA	6,956	7th Feb.	Moji, Kobe, Osaka & Yokohama
KARMALA	8,018	12th Feb.	Shanghai, Moji, Kobe & Yokohama
KASHMIR	9,135	18th Feb.	Amoy, Moji, Kobe & Osaka
KALYAN	9,144	18th Feb.	Shanghai, Moji, Kobe & Yokohama
TILAWA	10,006	20th Feb.	Amoy, Moji, Kobe & Osaka
MANUVA	10,946	2nd Mar.	Shanghai, Moji, Kobe & Yokohama
ST. ALBANS	4,500	6th Mar.	Moji, Kobe, Osaka & Yokohama
*NAGPORE	5,233	12th Mar.	Shanghai, Moji, Kobe & Yokohama
MONGOLIA	10,953	17th Mar.	Shanghai, Moji, Kobe & Yokohama
MOREA	9,005	30th Mar.	Shanghai, Moji, Kobe & Yokohama
KASHGAR	10,980	13th Apr.	Shanghai, Moji, Kobe & Yokohama
KALWA	10,980	27th Apr.	Shanghai, Moji, Kobe & Yokohama
DEVANHA	8,155	11th May	Shanghai, Moji, Kobe & Yokohama
MACEDONIA	11,120	25th May	Shanghai, Moji, Kobe & Yokohama

* Cargo only.
All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-arriving steamer.

All cabins are fitted with Electric Fans free of charge.

Passengers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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S.S. "CITY OF BEDFORD"	 Via Suez Canal	22nd Jan.
S.S. "CITY OF KIMBERLEY"	 Via Suez Canal	29th Jan.
S.S. "LYCAON"	 Via Suez Canal	5th Feb.
S.S. "CITY OF ADELAIDE"	 Via Suez Canal	23rd Mar.
S.S. "RHESUS"	 Via Suez Canal	6th Apr.
S.S. "CITY OF DUNKIRK"	 Via Suez Canal	20th Apr.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

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LIAO RIVER.

CONSTRUCTION OF A NEW
CANAL 14 MILES LONG.

CONSERVANCY PROBLEMS.

Under the business of the Upper Liao River Conservancy Board the firm of McDonnell and Gorman of Tientsin are executing a conservancy project for the improvement of the Liao River, states the Chinese Economic Bulletin. The contract amounts to \$1,277,500 and the work is being done according to plans prepared by Dr. B. Okazaki, Engineer-in-Chief of the Board, who, with the Japanese engineering staff, is supervising the work.

The purpose of the scheme is the reversion into the Liao River of some of the water at present finding its way to the sea through the Shuangtaizhe River. This latter river was originally a narrow ditch dug for the purpose of smuggling salt and has, within a comparatively short number of years, become a stable stream so large that the water lost to the Liao River is of considerable importance.

The work consists of digging a canal fourteen miles in length, flanked by embankments constructed from the soil. The reverted water will pass through this canal and its amount will be governed by a weir across the Shuangtaizhe River.

The weir, which is already completed, is constructed of concrete masonry with steel gates. As junk traffic in the Shuangtaizhe River must be maintained, a lock has been combined with the weir. The weir and lock have been built within a bend of the river and are now being put into operation by the construction of a channel across this bend, on the completion of which the old bed of the river will be filled in.

The excavation of the canal is almost completed, and the completion of the whole scheme now waits only upon a small amount of mechanical dredging in the canal, the completion of the embankments, the opening of the diversion channel and the closure of the river. All of this work is expected to be completed within the first half of 1928.

The earthwork to date has all been done by manual labour and mechanical dredging is to be resorted to only to take out some dykes that have been left and to remove quicksand that was found in the bottom of the canal at certain places.

7,700-TON TANKER.

FIRST BARCLAY, CURLE-DOXFORD-ENGINE VESSEL.

Towards the end of November the first Barclay, Curle-Doxford-engine vessel, the 7,700-ton tanker "Bueston," ran her trials on the Clyde, and was placed in service by her owners, the Tonsberg Rederi. Normally, the vessel will carry light oils in bulk, and her tanks are not filled with steam coils. Steam, however, is used to a considerable extent on board, the cargo pumps and other auxiliary plant being driven by steam engines. On the other hand, current for lighting and power is provided by two Polar-Diesel motors coupled to dynamos. The precise arrangement and output of the various auxiliaries will receive detailed reference later.

The "Bueston" is designed for a service speed of 10 1/2 knots, which will probably be attained with the engine turning at 80 r.p.m., and it is expected that under these conditions the fuel expenditure will work out at 9 tons per day, or possibly less. The normal rating of the main engine is 2,000 h.p., but as an indication of what can be accomplished (apparently without the least difficulty), it may be remarked that during the course of the trials on the Clyde it was ascertained that the engine developed 2,600 h.p., giving the ship a speed of approximately 11.5 knots. At 92 r.p.m. the mean indicated pressure was about 106 lb. per sq. inch, which is, of course, considerably in excess of the normal figure.

BRITISH SAILORS.

ISSUED REGULAR RUM RATION.

Rum is still the daily ration of the British jack-tar.

American bluejackets would marvel to see their British cousins at 11 o'clock each morning assemble in solemn procession on board ship, bearing copper funnels, cans and measures, and walk to the big barrel under the bridge from which grog is dispensed.

The procession is headed by a member of the ship's police, and behind walks a cooper bearing a copper pump. The captain of the hold, the duty warrant officer, the sergeant of marines, the petty officer of the day and the chief supply petty officer are there to see that no one drinks the whole barrelful.

When the men have assembled under the bridge, the rum is made into grog by mixing three parts of water with one of rum, in a huge caulk with "God Save the King" inscribed on it in six-inch letters of burnished brass.

FREIGHT RATES.

BRITISH COMPANIES AND
CONTINENTAL PORTS.

OFFICIAL EXPLANATION.

The question of preferential rates to South America from Continental ports by British Conference lines was again mentioned in the House of Commons. Sir P. Cunliffe-Lister, President of the Board of Trade, emphasised the difference in rates was due to a rate war at Continental ports, and added, "I do not think it would be wise for the Government to prevent British shipping competing in such a war."

Mr. Crawford asked the President of the Board of Trade if he was aware that trade between this country and certain South American



Vice Admiral Guy H. Burrage, commanding the American naval squadron in European waters, who it is reported has mixed himself up in a dispute with British authorities at Gibraltar. According to the rumour, Admiral Burrage claims that the British at Gibraltar refused facilities for landing the men on leave and for sports and other forms of entertainment, also that the British shipyards at that place made exorbitant bids for work on the ships, forcing him to take the ships to French dockyards for repairs.

can ports was penalised through the preferential rates granted to foreign European ports; and whether he proposed to take any action.

Sir Philip Cunliffe-Lister—I am informed that the general policy of the British companies interested in shipping from Continental ports is to secure that the Conference rates thence to the South American ports are the same as those from England, but the position, as has been previously explained, is that a rate war is in force from Continental ports, and as a result it is the fact that in a number of cases lower rates are quoted from those ports than from England. There is no action that can usefully be taken by the Government in the matter.

Lossing River Plate Trade.

Mr. Crawford—Is he aware that the trade of this country is being definitely lost with the ports of the River Plate because of this differential rate in shipping; will he not cause some inquiry to be made to see if British shipping lines can at any rate treat their own countrymen at least as favourably as they treat foreigners?

Sir P. Cunliffe-Lister—Inquiry has been made, and any answer I have given is the result of those inquiries. Certainly there is no action the Government can take which will prevent foreign shipping companies entering into a rate war on the Continent. I do not think it would be wise for the Government to prevent British shipping competing with foreign shipowners in such a war.

Mr. Crawford—If I furnish him with specific cases where British companies have differentiated against their own countrymen, will he, at any rate, inquire into the matter and see if anything can be done?

Sir P. Cunliffe-Lister—Yes, I shall be delighted to inquire into any specific cases, but I have inquired into a number, and the whole policy of the Conference lines is to try to get the same rates from British ports and foreign ports.

MOVEMENTS OF STEAMERS.

The P. & O. s.s. "Khyber" left Singapore for this port on January 16 at 4 p.m., with the outward English Mails, and is due here tomorrow at about 4 p.m.

The C.P.S. R.M.S. "Empress of Russia" left Yokohama for Vancouver on January 13 at 5 p.m., and is due at Vancouver on January 22.

The C.P.S. R.M.S. "Empress of Asia" (Capt. A. J. Halloy, R.N.R.) will leave here for Victoria and Vancouver, B.C., via Shanghai, Nagasaki, Kobe and Yokohama at noon on January 25.

The E. & A. s.s. "Arafura" left Moji for this port to-day at p.m., and is due here on January 25 at about daylight.

The C.P.S. R.M.S. "Empress of Australia" arrived Bombay on January 10 at 6:30 a.m. She is due at Hong Kong on February 10 at 8 a.m.

PASSENGER LISTS.

DEPARTURES.

Passengers departed from Hong Kong by the s.s. "Mishima Maru" for Japan on January 20 were:—
Dr. H. Kubota, Messrs. S. Hata, T. Tamai, Saikiyo, Fujiwara, Honma, Paymaster-Lieut. McLaughlin, Nurse D. Magee, Baroness Kikuchi, Messrs. T. Suzuki, Y. Chikamoto, Miss Lake, Messrs. M. Traub, I. Iwata, Mr. and Mrs. T. Kobayashi, Mr. Hayami, Mr. and Mrs. T. Amaya, Mr. and Mrs. K. Senda, and Master T. Senda.

Passengers departed from Hong Kong by the s.s. "Empress of Canada" on January 20 to Manila were:—

Mr. A. H. Atha, Mr. Bac Mun-yun, Mr. A. L. Blum, Mr. L. A. Blok, Mr. E. Butler, Mrs. N. O. Brown, Miss Clong-U, Mr. E. Oljady Colvo, Mr. Chu Tsung-sung, Mr. Cheung Aek, Mr. H. R. Cooper, Mr. and Mrs. W. P. Dennis, Mr. R. W. Dreyfus, Mr. S. Funabiki, Mr. Gu Bun-seng, Mr. and Mrs. F. Gregory, Mr. Morris Groves, Mr. H. S. House, Mr. and Mrs. L. P. Hammond, Miss Mary Hammond, Mr. P. C. Inglis, Mrs. A. M. Josephic, Mr. K. Kuwajima, Mr. R. C. Killian, Mrs. Lee Shi, Mr. Lim Hong-uy, Mr. Lim Oan, Mr. K. T. Loo, Miss R. B. Lustgarten, Mr. S. Murahashi, Mr. T. McDowell, Mr. and Mrs. J. N. McLeod, Master McLeod, Mr. T. Namikawa, Miss E. M. Plamb, Mr. E. Pugh, Miss Helen M. Pond, Mrs. D. E. M. de Ros, Miss R. de Ros, Master A. de Ros, Mr. S. del Rosario, Mr. J. S. Reese, Miss E. C. Rogers, Miss E. Sergeev, Mr. A. Sidedo, Mr. Seriano, Bishop L. C. Sanford, Mr. Ernest Sporleder, Mr. J. J. Sabatier, Mr. and Mrs. Tan Ching-sui, Master Tan Teyon, Mr. C. Thwaites, Sister Mary Ursula, Mr. H. Uyeda, Mr. and Mrs. David Wertheimer, Miss A. Wilkie, Mr. F. V. Walker, Dr. John W. Wood, Mr. S. Yusingco, Mr. Olifonso Zobel.

"I am ninety-six years old," he said. "I never used tobacco in any way. I never tasted whiskey or any other strong drink. I never stayed up late at night, never spent money foolishly, and I've worked hard all my life."

"How much did you win?" the boy asked.
"Win?"
"Yes. Weren't you doing it for a bet?"

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All claims must be sent in to me on or before MONDAY, the 30th January, 1928, or they will not be recognized.

DAMAGED PACKAGES will be examined by the Company's Surveyor Messrs. Goddard & Douglas in the presence of the Consignees at 10 a.m. on THURSDAY, the 26th January, 1928.

No Fire Insurance will be effected by us in any case whatever.

J. LIMACE,

Agent.
Hong Kong, 20th January, 1928.



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Pres. Pierce Feb. 14th.	Pres. Madison Feb. 8th.
Pres. Taft Feb. 28th.	Pres. Jackson Feb. 22nd.
Pres. Jefferson Mar. 13th.	Pres. McKinley Mar. 7th.

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Pres. Wilson Jan. 29th 6 a.m.	Pres. Polk Mar. 11th 6 a.m.
Pres. Van Buren Feb. 12th 8 a.m.	Pres. Adams Mar. 25th 8 a.m.
Pres. Hayes Feb. 26th 6 a.m.	Pres. Garfield Apr. 8th 8 a.m.

To MANILA

Pres. Cleveland Jan. 23rd 6 p.m.	Pres. Pierce Feb. 6th 6 p.m.
Pres. Wilson Jan. 29th 6 a.m.	Pres. Van Buren Feb. 12th 8 a.m.
Pres. Madison Jan. 31st 6 a.m.	Pres. Jackson Feb. 14th 6 p.m.

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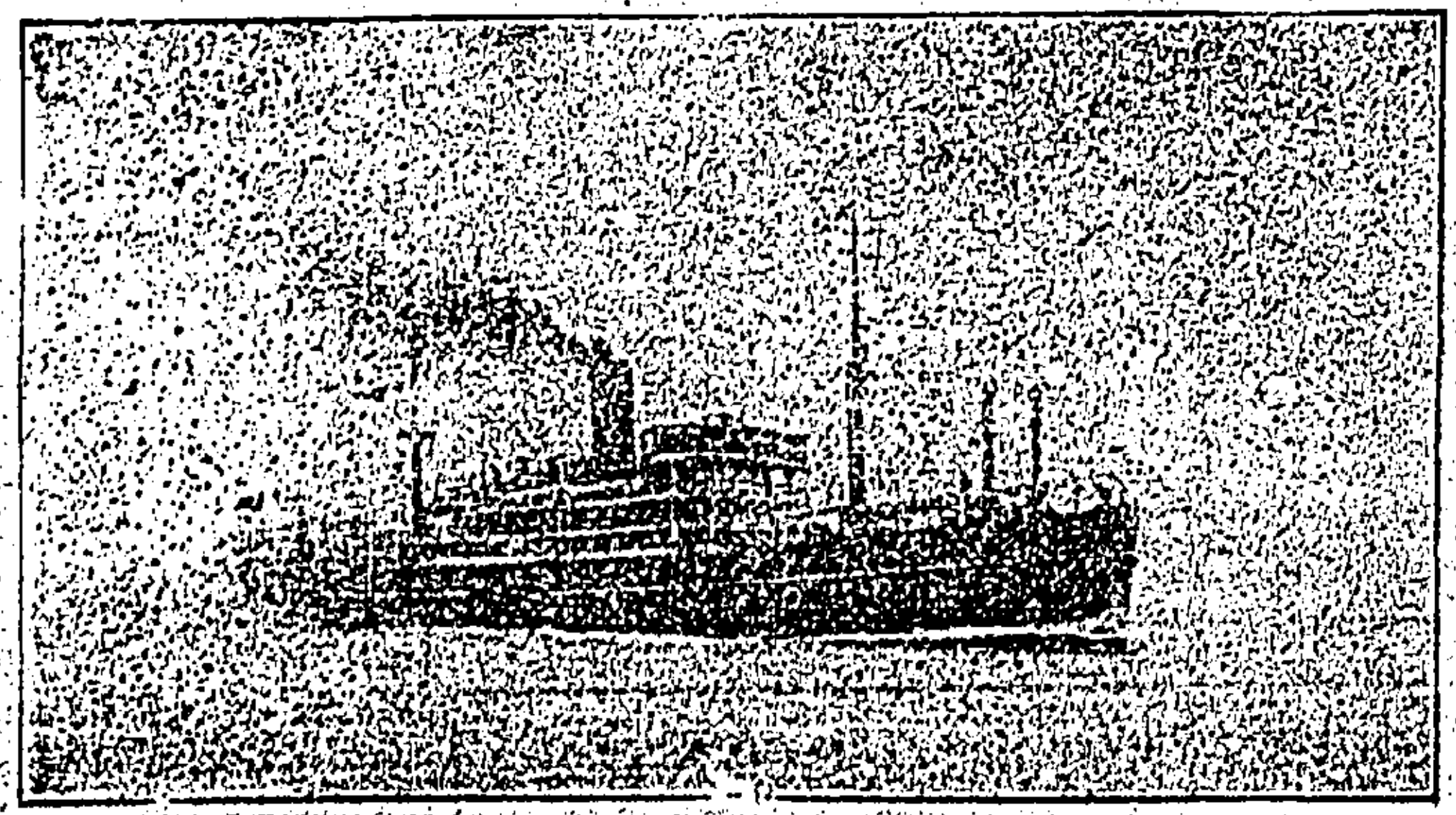
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DEATH.

STEPHENSON.—On January 20,
1928, at Gibraltar, Major-
General Theodore Edward
Stephenson, beloved Father
of Mrs. F. S. Harrison.

Hong Kong, Saturday, Jan. 21, 1928.

SATURDAY CAUSERIE.

The "China Mail," owing to the
intervention of the China New
Year holiday, will next appear on
Tuesday, January 24.

China, this week-end, casts off
her Old Year and does so, we
imagine, with few regrets. For
the past twelve months, whatever
calendar they are reckoned by,
have given us a period as unfruit-
ful as any experience since the
Revolution. "China is at the
crossroads," has been the verdict
of casual observers during recent
years. She is not. She is in a
blind alley. Nationalism no more
according to Sun Yat Sen than to
Hoyle is being preached by rival
factions at places so little apart
as Nanking and Hankow. At
the latter disappointed politicians
abound, though there are enough
of them to carry on internal and
futile warfare. The former is
held by supporters of Generalis-
simo Chiang Kai-shek, but the
Chiang Kai-shek bubble, it seems,
has burst. True he still has con-
trol of the richest "plum" that can
fall to Chinese banditry—Shang-
hai—but every now and then, ac-
cording to reports from that city,
he is scared by the discovery of
Northern agents in his midst.

So much, then, for the Yang-
tze areas. Coming to the two
Kwangs we find Li Chai-sum still
in reasonably firm control and
taking what appears to be direct

action against the agitators of the
labour unions, always within re-
fluence in the South. Going North
we still have Marshal Chang Tso-
lin in supreme command. Such
Central Government as exists at
Peking is his and Manchuria is
held with a strong hand, suf-
ficiently strong easily to crush the
"Big Sword" menace which is said
to be looming in the Northern dis-
tricts.

Out of the welter of intrigue,
bribery, and banditry which has
soaked through the country dur-
ing the past twelve months Chang
Tso-lin, as was the case in former
years, emerges as the one "war
lord" whose efforts are not
clouded with petty squabbling
and personal glorification. The
dispute with Shansi a few months
back is regarded in some quarters
as a bad break on the part of
Chang, but it is now seen that the
"Model Governor" is a beligerent
individual and one of the kind
who welcomes a scrap.

And so the Old Year goes out.
There are rumours of war and
threats of war but in reality the
country is in a more peaceful con-
dition than has been its lot for a
long while. The pot is seething,
always seething, and we are
pretty sure that it is going to boil
over at some time or other. And
so we must leave it, hoping for
the best in the twelve months that
lay before us.

A GREAT SOLDIER.

MAJOR-GENERAL T. E.
STEPHENSON DEAD.

DAUGHTER IN HONG KONG.

The death is announced (by
cable) at Gibraltar, of Major-
General Theodore Edward Stephenson.
Major-General Stephenson
was born March 28, 1856; son of the
late Rev. Canon Stephenson of Wey-
mouth, England, and was educated
at Marlborough College. He entered
the army in 1874, joining the
56th Regiment. In 1881 he was
promoted to Captain of the Essex
Regiment.

He rose to be Major-General
commanding the Bloemfontein Dis-
trict, and troops in the Orange
River Colony in 1902-04; Major-
General commanding the Transvaal
1904-06; and acted as G.O. Com-
mander-in-Chief in South Africa in
1904, his rank of Major-General be-
ing confirmed in 1906.

From that time on he command-
ed troops in Colchester, Aldershot,
the Straits Settlements, and Malay
Peninsula; holding the Swales Com-
mand at the time of the outbreak
of the War.

Major-General Stephenson was
the father of Mrs. F. S. Harrison,
wife of Mr. F. S. Harrison, the local
Manager of the South British As-
surance Company, for whom there
will be great local sympathy.

TAKOO BALL.

OVER 350 ATTEND THE
FUNCTION.

A MERRY EVENING.

Between three and four hundred
merrymakers assembled at the
Takoo Club last night for the
annual ball and a most enjoyable
evening was experienced by all.
The Club premises were artistical-
ly laid out and at the head of the
hall was set the photograph of
Mr. John Swire, draped with the
flag of Messrs. Butterfield and
Swire and the Union Jack, and on
either side hung flags bearing the
dates 1891 and 1928, showing the
age of the Club.

The music was provided by
Titania's "Melodians" under the
leadership of Mr. A. A. Dawes,
and the music for the Eightsome
Reel and the Caledonians was
provided by two pipers and a drum-
mer of the King's Own Scottish
Borderers.

The Officers,
The Secretary, Officers and
members of the various com-
mittees responsible for the success
of the evening were:—President,
Mr. N. S. Brown, Vice-Presidents,
Messrs. D. Templeton and K. E.
Greig; Secretary, Mr. J. A. Wat-
son; Treasurer, Mr. J. B. Rich-
mond; Chairman, Mr. M. H.
Wallace.

Committees.
Decorations:—Messrs. Grimshaw,
Gray, Howell and T. Young.
Supper Room:—Messrs. Munro,
Walmesley, Howell and Richmond.
Card Room:—Messrs. Weir, Mc-
Leod, and James Sloan.
Bar:—Messrs. Wallace, Watson
and Richmond.
M.C.'s:—Messrs. Hope, Young,
Collis, Johnston, McCaw and Wat-
son.

Door:—Messrs. Grimshaw, Wal-
lace and Watson.
Special launches were run from
Hong Kong and Kowloon to the
Dockyard, and the launches made
the return journey at 12.30, 1.15
and 2.15.

STILL AN ISSUE.

FENGTIEN AND PEACE WITH
SHANSI.

THE FLAG QUESTION.

The flag issue which prevented
co-operation between Mukden and
Shansi about four months ago
appears to have again cropped up
in the course of negotiations for
peace between Marshal Chang Tso-
lin and General Yen Hsi-shan at
the present moment, if Chinese
press reports can be believed.

However, there is this difference
in the circumstances; four months
ago it was Yen who insisted that
the Ankuochun must fly the
Kuomintang emblem before he con-
sented to co-operate with Marshal
Chang in a common drive against
communism. Now it is the turn
of the dictator to insist that be-
fore peace is possible Governor
Yen must prove his change of
heart by taking down the Kuom-
intang flag and hoisting the five-
coloured national standard again.

The Shansi peace terms as com-
municated to Shantung Tapan
Chang Tsung-chang by emissaries
of the Shansi governor at present
in Tsinan, are reported to be as
follows:—(1) That the security of
Shansi should be guaranteed by
Mukden; (2) That all the Feng-
tien troops should be withdrawn
from Shansi; (3) That the admin-
istration of the Chienting-Taiyuan
railway should be restored to
Shansi.

The counter-proposals of the
Ankuochun are:—(1) That the
control of the whole line of the
Peking-Suiyuan railway should re-
main vested in Fengtien; (2) That
Shansi must discard the Kuomintang
flag; (3) That Shansi military
leaders responsible for the conflict
with Fengtien should be publish-
ed; and (4) That Shansi must make
common cause with Fengtien
against Marshal Feng Yu-hsiang.

It is stated that Shansi peace
delegates in Tsinan have indicated
their willingness to discuss all the
Fengtien terms except number two
which relates to the flag question.
This, they say, will have to be re-
ferred to Taiyuan for considera-
tion.—"N. C. Standard"

FEW DIPLOMAS.

PHILIPPINES UNIVERSITY
SLACKNESS.

The University of the Philip-
pines may have the least number
of graduates this year if the pre-
sent number of qualified candi-
dates for graduation, 1924, is not
increased. It was learned at the
State University.

More than 500 have applied for
graduation but the examination
of records by the registrar's office
has disclosed that more than
eighty per cent. of applicants
have deficiencies either in acad-
emic units or in military science
and physical education. Because
of these, it is feared that not
more than three hundred will be
graduated next March. Last
year about 500 were graduated.

It was disclosed that many of
the deficiencies of the applicants
date as early as their freshman
year in college, especially those in
physical education and military

PAN-AMERICANISM.

LARGE UNITED STATES
DELEGATION.

CANADIAN INTERESTS.

Havana, Yesterday.
Although the actual agenda of
the Pan-American Conference is
fixed by resolutions new subjects
can be raised in Committees with-
out notice and in the plenary
session by a two-thirds vote. The
United States, therefore, sent a
larger delegation than was sent to
Versailles.

The most important figure at
the conference now is Mr. Charles
E. Hughes, who, however, insists
on playing a modest role, avoiding
any move suggesting that the
United States is interested in
dominating the conference or any
participating nation as, for in-
stance, his refusing a office him-
self but seconding the nomination
of Mr. Guerrero, of Salvador, as
Chairman of the Committee on
the Codification of Public Inter-
national Law which may consider
the question of a nation interfer-
ing in the domestic affairs of an-
other, although Mr. Guerrero is
known to be hostile to United
States policy in Latin America.

A point of particular interest is
the question of Canadian partici-
pation in the activities of the con-
ference within the next few years,
a number of delegates being of
opinion that, with the rapid
growth of Canadian trade and in-
fluence, trade and the financial
treaties on the American con-
tinent will not be fully effective
unless Canada participated.—
Reuter's American Service.

HANKOW ROBBERS.

ROGUES BELIEVED FROM
SHANGHAI.

ELECTRIC ALARM.

Hankow, Jan. 16.
Like Shanghai, this port has
been suffering from an epidemic
of armed robberies and burglaries,
which are largely attributed to
expert rogues from Shanghai.

Up to the present the miscreants
have confined their activities al-
most entirely to holding up ex-
change shops in the native section
and to burgling various foreign
residences in the ex-Russian Con-
cession, but they are now evi-
dently growing bolder and are ex-
tending their operations. The
premises of Messrs. Whiteaway,
Laidlaw & Co. were entered the
other night and some \$700 in
cash, together with cheques and
compradore orders to the value
of more than \$300, removed from
the safe. The next day, at about
six o'clock in the evening, the ex-
British Concession was the scene
of a daring robbery when two
Chinese exchange companies, next
door to the Chung Foo Union
Bank and not more than 150
yards from the Concession Police
Station, were relieved of a sum in
notes and silver totalling more
than 10,000 dollars. An armed
policeman on duty at the door was
herded inside the premises with
the staffs of the two companies in
question, while the robbers, who
are stated to have totalled six in
all, calmly removed their booty.

It is interesting to note that
both companies had recently in-
stalled electric alarms communi-
cating directly with the Police
Station, but the staffs of both
concerns were so overcome with
fear that they allowed the robbers
several minutes start before they
thought of using the alarms. To
the credit of the police, be it said
that they arrived on the scene
almost immediately, they were
summoned but the birds had
 flown.—Reuter.

CANTON OFFICIALS.

AGAIN APPEAR BEFORE
COURT.

The two Canton officials alleged
to have in their possession money
stolen from the Central Bank were
again before the Court at the Cen-
tral Magistracy yesterday and were
remanded until January 26. Ball
in the case of one who was stated
to be a British subject was reduc-
ed from \$50,000 to \$5,000. Mr.
Eldon Potter, for the defence,
criticised the prosecution and
affirmed that the case "reeked with
politics."

"Just paid another 25 off the
doctor's bill, darling."

"Splendid, Jack, two more pay-
ments and the baby's ours."

science. Because of the strict
examination of individual class
records by the registrar's office,
which was inaugurated in the
college year, the deficiencies that
would have otherwise passed un-
noticed were raked up.

The colleges of liberal arts,
education, and law count with the
greatest number of deficient stu-
dents, the records show.

P'RAPS-P'RAPSNOT!

Sandy was playing a very in-
fantile game of golf. For the third
time that afternoon he had fowled
his shot. Turning to the caddie,
he remarked, "I think I'm off my
game to-day."

"Gould heavens," said the caddie,
"hae ye played before?"

The Victim—If you call this time
to-morrow—

The Canvasser (hopefully)—

This time to-morrow, sir?

The Victim—Yes—I shall be out.

"Would you die for me?" she
asked sentimentally.

"Now you, look here," he replied
in his matter-of-fact way "are we
supposed to be planning a cheap
novel or a wedding?"

"Say Jack, old man, I must ask
you to lend me five pounds until
to-morrow. I have left my purse
at home."

"I'm very sorry, old chap, but I
haven't the cash to spare. How-
ever, I can tell you how to get it
very easily."

"How?"

"Here's a penny, go home and
get your purse!"

Good Man—Ah, my poor fellow,
I feel sorry for you! Why don't
you work? When I was young,
for ten years I was never in bed
after five—an hour's work before
breakfast, then five hours' work,
then dinner, then four hours' more
work, then supper, then bed, then
up again at five the next morn-
ing—

Loafer—"I say, gov'nor, where
did ye serve your time—Portland
or Dartmoor?"

"What are you thinkin' of doin'
with your boy, Joe?"

"Eh? Well, I thought of tryin'
to get him into the police."

"The police? Why?"

"Well, they're sure to 'ave 'im—
one way or another."

Inquisitive One (to gate porter):

"Is that all you have to do all day
—just open those gates?"

"Oh, no, sir; that's only half."

"Only half? Why, what else is
there, then?"

"Shut 'em."

An employer has ordered the fol-
lowing notice to be posted in his
business premises:—

"Any male employee desiring to
attend the funeral of a near relative
must notify his foreman be-
fore 10 a.m. on the day of the
match."

They had made an appointment
for golf, but Brown was late.

"Sorry, old man," he panted, as
he came up, "but I have been set-
ting a trap for my wife."

"Good heavens!" cried Smith.

"What on earth do you suspect?"

Brown sighed. "A mouse in the
pantry," he answered.

Hotel proprietor (disturbed from
his sleep at two in the morning):

"What's the matter?"

Guest: "I want another room."

Proprietor: "Oh, go to bed,
You'll be all right in the morning."

Guest: "I tell you I want another
room."

Proprietor: "What's the matter
with your room?"

Guest: "Well, to start with it,
it's on fire."

An old offender, being tried be-
fore the Bench, was accused of as-
saulting his wife.

"Liquor?" asked the Magistrate.

"No," answered the prisoner
gloomily, "she licked me!"

Clara: "When yer goin' ter git
married, Sarah, my dear?"

Sarah: "Never."

Clara: "Why?"

Sarah: "Well, yer see. I won't
marry Bill when 'e ain't sober, 'e
'e won't marry me 'en 'e is."

The two young married women
were having tea together. "Do
you know," said one of them, "that
every time I have an argument
with my husband I make a note of
it in my diary?"

"I see," answered the other;
"you keep a scrap book."

Bank Clerk: "But, madam, you
will have to be identified before I
can cash this cheque for you."

Fair Caller (blushing furiously):

"Oh, I just hate to do it, and
George would be dreadfully angry,
but I have a love letter here which
describes me fully if you would
care to see it."

A man with a very large mouth
entered a music-dealer's shop to
purchase a mouth-organ. He was
shown every shape of mouth-organ
in the shop, but still was not satis-
fied.

"Look here," said the assistant,
"we shall have to measure your
mouth. Just try your mouth along
this piano."

BRITISH NAVY.

NEW CONSTRUCTION PROGRAMME.

CABINET'S REVIEW.

Rugby, Yesterday.

The following official announcement is made: "The Cabinet has now completed its review of the new construction programme for the years 1927-8 and 1928-9. It has decided that, in addition to the deletion, already announced, of two of the three cruisers belonging to financial year 1927-8 the programme as set forth in the White Paper of July 27, 1926, shall be further modified by omitting one of the three cruisers intended to be begun in the financial year 1928-9. Three cruisers in all have, therefore, been reduced from the full programme. The type of the two cruisers to be begun at the end of financial year 1928-9 is not yet finally settled. It may be recalled that the British Naval programme for the current year 1927-8 provided for three cruisers—one "A" class cruiser of 10,000 tons, and two "B" class cruisers of 8,000 tons each. In March last year the First Lord of the Admiralty announced that, in view of the forthcoming Geneva Disarmament Conference between Britain, United States, and Japan, no orders would be given out until late last year. The Geneva conference broke up without reaching an agreement, the main difficulty being the application of the principle of parity of cruiser forces. But when toward the close of last year the time came for a decision to be taken on the ordering of the authorised new ships, the British Government announced that instead of building one 10,000 ton and two 8,000 ton cruisers in the year 1927-8, only one 8,000 ton cruiser would be proceeded with. Now only two of the three cruisers for which provision was made in 1928-9 are to be laid down.—British Wireless Service.

10,000 Tons Each?

From an official statement of the Cabinet's naval plans it transpires that the type of the two cruisers to be laid down in 1928 has not been definitely fixed. This is taken to mean that possibly they will be the 10,000 instead of the 8,000 ton type.—Reuter.

CINEMA NOTES.

NEXT WEEK'S FILMS AT THE QUEEN'S.

THREE BIG COMEDIES.

Special advertisements in today's issue announce three first rate comedies for the Queen's Theatre during the Chinese New Year holidays. The first of these pictures is Reginald Denny's capital new farce, "Out All Night," which will be screened from tomorrow to Tuesday; the second is the rollicking war comedy, "We're in the Navy Now," with Wallace Beery and Raymond Hatton, which will be screened on Wednesday; and the third is Buster Keaton's latest United Artists picture, "College."

"OUT ALL NIGHT."

"Out All Night" presents Reginald Denny in the role of a wealthy young man, who meets, wooes and marries the girl of his heart all in one evening. Thereafter numerous comical situations are caused when an attempt is made to keep the marriage a secret during an ocean voyage. Denny's own inimitable sense of comedy value is predominant throughout, and the climax is thrilling and unusual. The leading feminine role is played by Marion Nixon, popular and talented young actress, who is once more appearing with Denny.

WORLD AND STAR.

The programmes at the other local cinemas during the holidays are as follows:—

World Theatre:—Tomorrow at all performances, the great mystery drama, "The Bat"; Monday at 5.15 and 9.20, "The Bat"; and at 12, 2.30 and 7.15, the Chinese drama "True Love"; Tuesday and Wednesday at 5.15 and 9.20, Bebe Daniels in a drama of Martinique, "Volcano"; and at 12, 2.30 and 7.15, "True Love"; Thursday at all performances, Charles Chaplin in his greatest comedy, "The Gold Rush."

Star Theatre:—Tomorrow and Monday, Ronald Colman and Vilma Banky in a story of the open, "The Winning of Barbara Worth"; Tuesday and Wednesday, Gloria Swanson in the comedy of a chorus girl who plunges into the social whirl, "Fine Manners"; Thursday to Saturday, Leatrice Joy in a story of the underworld and the tropics, "The Wedding Song."

LINEBARGER AGAIN.

CHINESE ASSESSOR FOR U.S. COURT.

CAMPAIGN IN WASHINGTON.

Says the "North China Daily News":

The following remarkable document reached us yesterday in the mail. Attached to it was a card of "Paul Myron Linebarger, Attorney and Counsellor at Law," on which was penned the following request, "Dear Mr. Editor: I should be pleased to know what you think of the enclosure. Editorial comment develops issues. Thank you, P.M.L." With the exception of certain deletions, insertion of which in our advertising columns may be obtained on payment of the usual rates, the document is produced textually as received by us, though we have discarded the headlines that Paul Myron Linebarger supplied us with, and written some which we venture to consider more appropriate to the occasion. Editorial comment that Mr. Linebarger asks for is brief:—We are not surprised at this or anything else that Mr. Linebarger may choose to do along lines that he has already laid down for himself. But we are very considerably amused.

The communication follows:—

Washington, D.C., Dec. 28.

A sweeping change that will take the breath away from many foreigners in China is now being argued in the Senate and House of Representative circles, by former Judge Paul Linebarger, for years closely identified with Dr. Sun.

"My proposed amendment will undoubtedly surprise that small group of foreigners in China, whose slogan is, 'Everything for us and nothing for the Chinese,' declared Judge Linebarger. 'The great majority of foreigners, however, will welcome, as a matter of justice, my proposal to have a Chinese Assessor sit with the United States Judge for China in all civil and criminal matters wherein the complainant, prosecuting witness or other person having a material interest may be Chinese.'

What's Good for the Goose...

"What's good for the foreign goose ought to be good for the Chinese gander. For years, we have compelled the Chinese to accept our foreign Assessors. Are they then not entitled to their own Assessors? Justice like a new shoe may pinch at first, but after a while it will be as comfortable as an old shoe.

Will Help Foreigners.

"This Chinese Assessor amendment to our United States Court for China organic law will bring about a better understanding between foreigners and Chinese. With such an amendment it will be easier for Americans to make contracts with Chinese capitalists. This legislation will take away the coercion that at times hangs like a cloud over Chinese contracts with foreigners. It will give the Chinese his day in Court, and show him that after all the foreigner wants to abide by a justice that both parties can understand. We can make ourselves invaluable to the Chinese by showing them that our method of justice is good; good not only to us, but to Chinese as well.

Entering Wedge Against

Extraterritoriality?

"Of those few who complain that this amendment will prove an entering wedge against the privileges of foreign treaties, let me ask: 'Who is to answer this? Is it the people at home who pay for the gunships and foreign troops, or is it the foreigner in China, who benefits (as he thinks) by them?' We forget that the people at home are paying our 'armed protection' bills in China. Shall we gainsay their right to do as they think just?"

Proposed Amendment to Act of June 30, 1906, creating the

United States Court for China:

"On the first day of the Fifteenth Year of the Chinese Republic, the President shall designate and invite a native born citizen of China, to sit as an Assessor with the United States Judge for China, in all matters both civil and criminal wherein the complainant, prosecuting witness or other person having a material interest may be Chinese. The Chinese citizen so designated shall be qualified in American and Chinese scholarship."

"The United States Judge for China shall certify to the number of days the said Chinese Assessor shall have sat with him, and the said Assessor shall be paid a per diem honorarium, from the funds of the United States Court for China, which estimate for each day shall be the same as that received by the United States Judge for China."

"The President at his sole pleasure may at any time withdraw the invitation to so serve as a Chinese Assessor and shall appoint another Chinese citizen, likewise qualified, to serve without term and at the pleasure of the President."

I cannot, of course, forecast.

BAN ON WAR.

FRANCE ADHERES TO DEFINITION.

REPLY DESPATCHED.

Paris, Yesterday.

M. Briand's reply to Mr. Kellogg is being despatched to-night. It explains the reasons for adhering to the specific definition of "war of aggression" and emphasises the difficulties confronting Mr. Kellogg. If the latter only draws up the past after preliminary conversations with certain other powers, M. Briand admits the logic of such procedure but suggests that the practical effect will be to protect the whole affair.—Reuter.

FRAUDS BY GERMAN.

CHEQUE BOOK OPERATOR SENT TO JAIL.

A SHANGHAI CASE.

Shanghai, Jan. 12.

A series of cheque frauds perpetrated by a German named H. Schmidt over the Christmas holidays during which he victimised all manner of tradespeople, business establishments and others who believed in the power of a cheque book, resulted in his appearance in the Provisional Court yesterday charged with fraud in counts numbering over twenty and also culminating in his being sent to prison for two years and six months after the evidence of the police, bank witnesses and victimised local traders had been heard by Judge Liang and Deputy Meinhardt.

Schmidt was arrested after his little spree with the cheque book and never attempted to deny that he had signed the cheques nor that he had received the goods for which he tendered a signed National City Bank's cheque form. Rather, he held that he had been unfortunate in that the money he expected to cover the amounts signed had not been lodged in the bank. He had been intended to deposit the amount when it came to hand but, unfortunately, it had failed to materialise.

Tale of a Deposit.

Schmidt set out on his tour after he had procured a book of cheque forms from the National City Bank of New York with offices in Shanghai. In order to get this cheque book without first having any deposit in the bank the accused went to one of the officials and stated that he wished to deposit Tls. 2,500. After making this announcement he went over to the Chinese shroff and had a talk with him. Returning to the foreign official he asked for a cheque book and the latter, being under the impression that the money mentioned had been deposited, issued the book. As in all cases where new depositors are accepted by a bank of standing, a guarantor was necessary but the accused was armed with this guarantee and everything was plain sailing for him once he had obtained the cheque book.

The book was issued to him on December 23 and from that time onward cheques were scattered broadcast in all parts of the city. Tailors, cafe proprietors, boarding-house keepers, and numerous places of business gave of their goods to this cheque book owner and their tale of woe after they found they had been duped was long and pitiful.

Bank At Fault.

Twelve of them appeared in the Court yesterday as witnesses against the accused and explained how they had appeared at the bank after accepting the cheques and had been unable to cash in.

The accused informed the Court that he had been expecting money to be placed to his credit at the bank to the extent of Tls. 2,500 and had been signing cheques on the assumption that this money was already there to cover the amounts.

The Court sentenced the accused to three months' imprisonment on each of the charges brought against him but instead of making the sentences wholly concurrent, a sentence of two years and six months was imposed. The Court, in passing sentence, said that the bank was at fault in not ascertaining definitely that the accused had deposited the money and for issuing the cheque book without first making sure that there was a deposit. The man who went guarantee for the accused was also to blame, said the court, for having done so since he admitted that he did not know the accused to any great extent.

declared Judge Linebarger, "whether or not Congress will pass this amendment. It is difficult always to get through any sort of legislation. I intend, however, to give ample opportunity to any opposition, so that views contrary to mine may be fully heard. The first session of the seventieth Congress will be a long one, and although thus far I have had no opposition, undoubtedly some will appear, which I will welcome because both sides and all interests should be fully considered."

TRACES OF GANG.

SHANGHAI ARRESTS OF SUSPECT.

PIRACY SEQUEL.

Shanghai, Jan. 14.

Good work on the part of Inspector William C. Woodfield and the Shanghai river police has resulted in traces being found of the three Chinese pirates who held up the foreign launch Lungchong in the Wangpoo river on December 30, off the French Bund, and stole \$2,800, as exclusively reported by "The Shanghai Times."

Co-operation between the River police and the Nantao police has had the happy result of tracking the pirates. The gold watch stolen from Mr. J. C. Smith, of the China Printing and Finishing Company, has been recovered and the man on whose person it was found has been arrested.

Four of the foreigners on the launch were requested to go over to Pootung police station yesterday afternoon and identified the man as one of the pirates, and a revolver found on him bore close resemblance to the one used by him when he and two other herded the foreigners into the small cabin of the launch preparatory to robbing them.

Gang May Be Taken.

It is reported that the man has disclosed the identity of the other two men and immediate arrests are expected. There are supposed to be seven men in the gang, but only three of them took part in the sensational attack on the launch.

The piracy took place on December 30 when three Chinese, all armed with revolvers, appeared on the launch "Lungchong" at 2.30 p.m., off the French Bund, 15 minutes after the launch had left Nanking Road jetty taking nine foreigners to various points at Pootung. The pirates collected \$2,500 booty, including the pay roll for the Chinese staff of the China Handkerchief and Hemming Company, which was being taken across the river in the charge of two foreigners, Messrs. F. W. Cochrane and S. Murphree.

After robbing the foreigners on board, the pirates compelled the crew to take the launch to Pootung, where they sprang ashore and escaped police pursuit.

"NATURALIZED."

INCREASE IN FRANCE LAST YEAR.

Paris, Yesterday. According to "Le Petit Journal" 84,000 foreigners became naturalized French citizens in 1927 against 46,000 in the previous year.—Reuter.

The Directors of the Hong Kong Land Investment & Agency Co., Ltd., have declared a final dividend of \$2 per share. This, with the interim dividend of \$2 already paid, makes \$4 in all for the year 1927.



Dr. Peter Reinhold, Minister of Finance of Germany under Chancellor Luther.

CHINESE HERBALIST FROM AMERICA.

Starts Herb Institution in Hong Kong.

OVER 25 YEARS' EXPERIENCE IN U.S.A.

Mr. Yee Foo Lun has just come to Hong Kong from America bringing with him thousands of testimonials from people who took his herb treatment during his residence in America. There he has proved the curing powers of the Chinese Herbs to be more effective than other methods.

He is now occupying a suite of rooms in No. 62, Queen's Road Central (1st floor), just over Edward Dispensary. Here he expects to be ready to receive patients soon. The actual date will be announced in this paper later on.—Ad.

Shadows Before.

COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day—Queen's Theatre: "The 18th Juror."
To-day—World's Theatre: "The Desert's Toll."
To-day—Star Theatre: "The Gay Deceiver."

To-day—Star Theatre: The Globe Trotters in "Incidents."
To-day—Repulse Bay Hotel: Chinese New Year's Eve Carnival.
January 22-24—Queen's Theatre: "Out All Night."

January 22—World Theatre: "The Bat."

January 22-23—Star Theatre: "The Winning of Barbara Worth."

January 23—World Theatre: "The Bat" 5.15 and 9.15; "The True Love" Chinese Drama, 12, 2.30 and 7.15.

January 24—Cheer O' Y.M.C.A.: Sing Song, 7.30 p.m.

January 24-25—World Theatre: "Volcano," 5.15 and 9.15; "The True Love" Chinese Drama, 12, 2.30 and 7.15.

January 24-25—Star Theatre: "Fine Manners."

January 25—Cheer O' Y.M.C.A.: Whist Drive, 7.30 p.m.

January 25—Queen's Theatre: "We're in the Navy Now."

January 26—Musical at Helena May Institute, 5.30 p.m.

January 26—Cheer O' Y.M.C.A.: Impromptu Dance, 7.30 p.m.

January 26-28—World Theatre: "The Gold Rush."

January 26-28—Queen's Theatre: "The College."

January 26-28—Star Theatre: "The Wedding Song."

January 27—Cheer O' Y.M.C.A.: Concert and Dance, 7.30 p.m.

January 28—Cheer O' Y.M.C.A.: Impromptu Concert, 7.30 p.m.

January 29—Queen's Theatre: "The Irresistible Lover."

January 29—Cheer O' Y.M.C.A.: Musical Evening, 7.30 p.m.

January 29-30—Star Theatre: "The Desert's Toll."

January 29-31—World Theatre: "Way Down East."

January 30-February 4—Queen's Theatre: "Ben Hur."

January 31-February 1—Star Theatre: "The Taxi Dancer."

February 25—Craighengower Cricket Club's annual Bachelors' Dance.

Sports: To-day—China New Year meeting (Fanling Hunt), Kwantli Race Course.

January 28—American lawn tennis tourney (mixed doubles) for members of the Ladies' Recreation Club at L.R.C.

Land Sale. January 26—Sale by Public Auction of Crown Land at New Kowloon, P.W.D. Offices, 3 p.m.

Meetings. January 26—General meeting of Hong Kong Philharmonic Society, Cathedral Hall, 5.30 p.m.

January 22—Opening date of Photographic and Art Exhibition at Macao.

January 24—Annual ceremony at the H.K. Chinese General Chamber of Commerce, 3 p.m.

January 25—Hong Kong St. Andrew's Society hold annual Burns Dinner.

Public Auction. THE Undersigned have received instructions from Mrs. G. A. V. Hughes to sell by Public Auction on

MONDAY, the 30th January, 1928; Commencing at 2.45 p.m.

at her residence, No. 7 Humphreys Buildings, Kowloon.

The Whole of Her VALUABLE HOUSEHOLD FURNITURE

Comprising:—

Chesterfield Couch and Armchairs, Tables, Curtains, Oil Paintings, Pictures, Hatstand, Fire-screens, Ornament, etc.

Extension Dining Table, Teak Sideboard with Bevelled Mirror, Dinner Wagon, Glassware, Crochery, etc.

Teak Bedstead, Brass Mounted Twin Bedsteads, Double and Single Teak Wardrobes with Bevelled Mirrors, Dressing Tables with Bevelled Mirrors, Oscillating Table Fan, etc., etc.

Pantry and Kitchen Requisites.

Also

One Fine Carpet.

One Cottage Piano by "Hannung & Moller."

One "Silverstone" Talking Machine.

And

A Quantity of Blackwoodware.

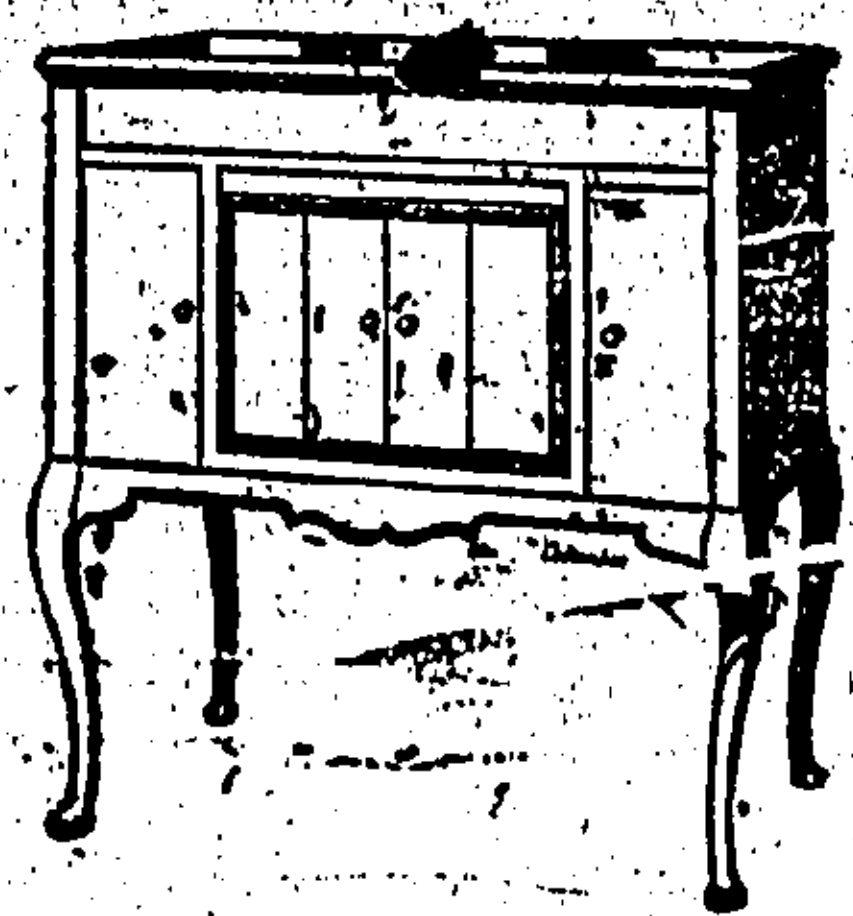
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" 4.	150 "	1 "Inventive" Lever Pocket Watch.
" 5.	175 "	1 "Baby" Alarm Clock.
" 6.	200 "	1 "Spot" Make Rolled Gold Pencil.
" 7.	230 "	1 "Courtney" Fountain Pen.
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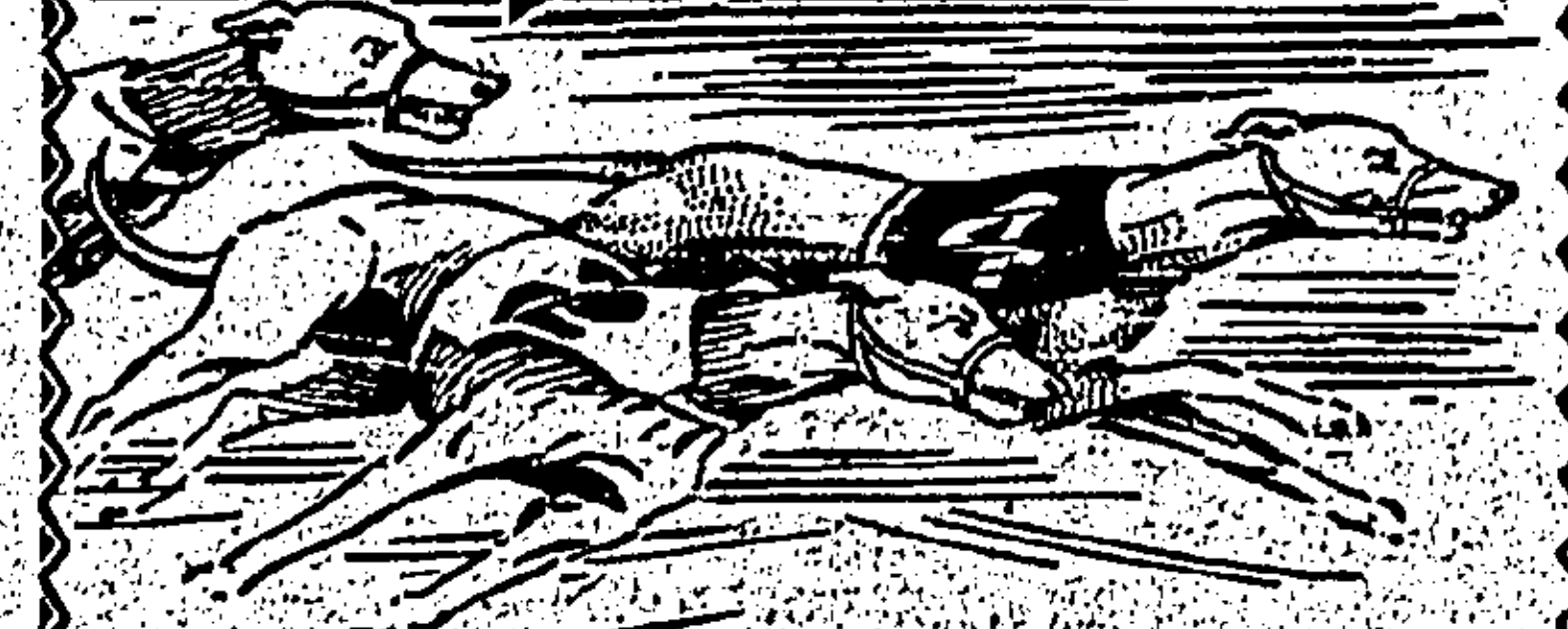
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LOCAL AND GENERAL SOCIAL AND PERSONAL.

The champion golfer, Bobby Jones, has passed his examination for admission into legal practice in Georgia.

Mr. W. L. Blythe, Assistant Protector of Chinese, Selangor, is being transferred to Singapore in February.

Col. and Mrs. Rae have returned to Malaya from a trip around the world. Col. Rae is prominent in business affairs in the F.M.S.

Dr. R. O. Windstedt, Director of Education, and Mrs. Windstedt, who were on a visit to Penang, returned to Singapore by the s.s. "Kinta."

The Sincere Co., Ltd. will close their stores from the 23rd to 26th instant for the Chinese New Year festival, resuming their business on next Friday.

All the seventy persons arrested in connection with the pre-Christmas bomb explosions in Buenos Aires have been released. The search for the miscreants continues.

Three Chinese who held up a passenger junk plying between Taipo and Sai Kung were yesterday sentenced to five years hard labour each at the Criminal Sessions.

Notable films coming to Hong Kong shortly besides "Ben-Hur," include "The Gaucho," with Douglas Fairbanks in a typical role, and the splendid French production of "Les Misérables."

Schools in Canton city will be unable to give regular instruction, until they get fresh equipment. During the rule of the "Soviet Government" many schools were raided and their property destroyed.

Mr. Gordon Pentney, who has been Sales Manager for the last four years with Messrs. Wearne Bros. Ltd., Ipoh, has taken over the management of The Cycle & Carriage Co., (1926) Ltd., Penang.

Pro-communist handbills were found on December 26. These handbills denounce the Nationalist campaign as the "White Terror," and General Chiang Kai-shek as a hireling of the Japanese imperialists.

Mr. J. Hoehing, who was a member of the Cricket team of the Straits Chinese Recreation Club, Singapore, which met the local C.R.C., accompanied by Mrs. Hoehing, returned to Singapore by the s.s. "Klang."

Mr. Dick Norton's Globe Trotters, after a successful trip to Sharnah, presented "Incidents," their new revue, at the Star Theatre last night. To-night at the same venue they make their final appearance.

Invitations are out for the marriage of Mr. William W. Fletcher, of the Penang Harbour Board, second son of Mr. and Mrs. W. N. Fletcher, to Miss Louisa Philomina Chan, at the Church of Our Lady of Sorrows, McAlister Road.

A well-known authority in Malaya on rubber has stated as his considered opinion that the situation in that industry will never attain the level desired until the figure for release reaches 80 per cent., as against the present 60.

Father Louis Duvelle, of Kuala Lumpur, and Father Henri Duvelle, of Johore, who have been recuperating their health at the mission sanatorium at Dait, are expected to return to Singapore by the French mail steamer from Saigon.

M. Naggiar, retiring Consul-General for France, left Shanghai for France on the "Taiyo Maru." So many friends, and those delegated to bid him farewell, were gathered at the wharf that his departure assumed an official aspect. He proposes to spend no time in America, but to proceed directly to Paris where he will take up his new post as Sub-Director of Far Eastern Affairs.

In the Provisional Court a remand was ordered in the case of a Chinese who was charged with breaking into the house of a Swiss resident in Gordon Road and stealing a quantity of silverware. Evidence was given that complainant heard a noise so he got up. He saw accused and gave chase, firing a shot at him as he ran. Accused, however, escaped but ran almost into the arms of a Chinese constable, who placed him under arrest.

Pictures showing in the local cinemas for the last time to-day are "The 13th Juror," a remarkable drama of circumstantial evidence, with Anna Q. Nilsson and Francis X. Bushman, at the Queen's Theatre; "The Desert's Toll," an exciting out-of-door picture, with Francis McDonald, at the World Theatre; and "The Gay Deceiver," the screen version of the stage play, with Lew Cody, at the Star Theatre. The movie programme at the Star Theatre ends at 8.30 this evening, the Globe Trotters repeating their revue "Incidents" at 9.15.

Col. W. F. L. Gordon, Commandant of the Shanghai Volunteer Corps, has come to Hong Kong.

Mr. W. N. Edwards, of the F.M.S. Police, who has just returned from furlough is posted to Ipoh for duty at present.

Mr. Chang Siao-ling, a well-known merchant, has been appointed a member of the Provisional Municipal Commission of the Shanghai French Concession.

A report to the "Shunpao" states that M. J. Michelot, Norwegian Minister, and Mme. Michelot have left Peking on home leave.

The King of Siam has conferred the Royal Cypher Medal on Phya Pradibradra Bhupal. Consul-General for Siam at Singapore.

The Shanghai authorities, apparently determined to suppress the present crime-wave, have banned the carrying of imitation pistols.

Before M. Naggiar left Shanghai for Paris, he was presented by Mr. Quo Tai-chi, on behalf of Gen. Chiang Kai-shek, with an autographed portrait of the Nationalist Commander-in-Chief.

The new premises of the Masonic Club, at 8B Yuen Ming Yuen Road, will be formally opened to-day, at 12.15 p.m. Worshipful Bro. A. M. A. Evans, a founder of the original club, has consented to open the new quarters.

Mr. Culver B. Chamberlain, formerly U.S. Consul at Swatow, has been assigned to the Shanghai American Consulate-General. Mr. W. R. Lynch is returning at the same time to a post in the American Consulate.

According to the "Shunpao," the French Minister has demanded indemnity from the Chinese Government for the French Roman Catholic missionaries who recently suffered injuries in Suiyuan and whose property was totally destroyed.

A circular telegram to the vernacular press from General Yen Shi-shan, familiarly known as the "Model Governor of Shansi," flatly denies that he has appointed delegates to negotiate peace with the Ankuochin, claiming that reports to the contrary originated in the Fengtien camp.

Sub-Insp. Watson, of Wayside Police Station, who was shot by an assailant in the local "Sidney Street Affair" ten days ago, is progressing favourably at the Victoria Nursing Home. It was at first reported that he was not seriously wounded but examinations have since shown that his ankle was badly smashed.

Ewald Beetjar was in the Shanghai Provisional Court again before Judge Liang, to hear judgment in the case in which he was charged with misappropriation of money and property from his employers, Messrs. Harbeck & Martin. The Court sentenced him to one year and six months' imprisonment and ordered him to pay \$2,000 to complainants.

Reports from various quarters tell of General Chiang Kai-shek's utter discouragement at his inability to gather sufficient members of the Central Executive and Supervisory Committees of the Kuomintang under his banner to constitute a quorum for the fourth plenary session of the party, which session it now appears is unlikely to take place for the present.

Mr. H. S. House, assistant manager of the Philippines Chapter of the American Red Cross, is in Shanghai, and at the Astor House, for a brief stay before returning to Manila. Mr. House has just completed a tour of inspection in North China with special reference to famine conditions in Shantung where the American Red Cross and the Japanese Red Cross have been asked for assistance.

The "Eastern Times" is sponsor for the report that owing to continued ill-health as a result of his wound during the attempt to kidnap him, Admiral Wu Kuang-tsung has resigned as chief-of-staff to the Commander-in-Chief of the Nationalist Navy and that Admiral Ying Kung-yu has been appointed in his stead. Captain Liao Ching-fong has been made commander of the gunboats at Woosung. Sweeping changes, it is asserted, will be made in respect of the command of the various gunboats.

A decided improvement has been made by Judge H. Y. Lo, president of the Shanghai Provisional Court, which is greatly facilitating the work of the institution and gradually wiping off old cases. Under the new system, there are now four courts known as district courts. These deal with cases from the different police districts of the Settlement. Cases in which the Council is interested come first before a court comprising the Judge and Senior Consul's Deputy and those involving purely Chinese cases are heard afterwards.

"While I have been away, and since my return to Shanghai, I have realised the increasing gravity of Shanghai's traffic problems and it behoves every motorist to use the utmost care when driving. In the words of the layman, you were 'taking a chance,'" observed Assistant Judge G. W. King when he fined A. C. King \$5 for driving improperly on Nanking Road on the 7th instant. Defendant admitted having driven his car between a tram and a safety island, but had thought there was ample space. Mrs. M. E. Ackerman was also before the Court and was fined \$3 for disobeying traffic signals.



Senator-elect Frank L. Smith, of Illinois, who is fighting for his seat at Washington.



Manolescu, an adherent of Prince Carol, of Roumania, in whose possession letters regarding a revolt in Roumania were found, has been freed by the Roumanian Court which tried him on a conspiracy and treason charge. Manolescu was formerly an Under Secretary of the Roumanian cabinet and is a strong supporter of Prince Carol to become ruler of that country.

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SPORTS

DERBY PRICES.

BAKERS BAY COMES DOWN TO 7 TO 1.

FAVOURITE "LENGTHENS."

Some good owners' commissions were worked yesterday by Mr. Frank Hayer on the local Derby which is to be run on February 14 at the annual Jockey Club race meeting.

Several changes have been made in the list. The favourite, Hail Apparent, has lengthened from 7/2 to 4/1. Prices on several others have eased since Thursday, as follows:—

Boxing Eve from 7/1 to 9/1; Peck from 8/1 to 10/1; November from 8/1 to 9/1; Young Pretender from 9/1 to 12/1.

Second Favourite.

New Year's Eve and Winsome Stag both remain steady at 10/1, the latter being both "taken and offered."

The feature of yesterday's market was the shortening in Bakers Bay's price. On Thursday this pony was at 100/6. It is now second favourite at 7/1.

Latest quotations follow:—

10/1. Peck taken and offered.
25/1. Pickle.
25/1. Harlene.
15/1. Movannagher taken and offered.
33/1. U. N. II.
22/1. Gull Hall.
20/1. Minor Hall.
33/1. Duke of Verona.
12/1. Young Pretender.
4/1. Hail Apparent taken and offered.
10/1. Sitting Bull taken and offered.
7/1. Bakers Bay taken and offered.
33/1. Coos Bay.
25/1. Deepwater Bay.
9/1. Monterey Bay taken and offered.
18/1. Comrade.
22/1. Captain.
10/1. New Year's Eve.
9/1. November.
22/1. Handsome Stag.
10/1. Winsome Stag taken and offered.

AL BROWN.

FREAKISH NEGRO IN LONDON.

Al Brown, the American Negro bantamweight boxer, who has made himself famous in Paris, where he has had all his fights during the past year, is to make his first appearance in a London ring early in New Year. He is something of a physical freak even for a Negro. His limbs are abnormally long and he generally towers over his opponents. He is to box the winner of the contest between Kid Patterson and Young Stanley Brown in a fight Andre Routis, the French feather-weight champion, in Paris.

LOCAL CRICKET.

FIXTURES FOR THE WEEK END.

The following is the list of matches for to-day and Monday:—

League: Division I.
Craigengower v. R.G.A.
Division II.
University v. Royal Navy.
Recreio v. H.M.S. "Tamar."
Civil Service v. R.A.O.C.
Friendly.
Hong Kong C.C. v. Royal Navy (first day).
Kowloon C.C. v. Civil Service.
Chinese R.C. v. Hong Kong C.C. (2nd).
Police R.C. v. Hong Kong Electric Co.

MONDAY.

League.
University 2nd v. R. Engineers.
Friendly.
Hong Kong C.C. v. Royal Navy (second day).
President's XI v. Vice-President's XI at Kowloon C.C.
Married v. Singles at Police R.C.
Craigengower v. Recreio.

W. G. QUARFEE TO RETIRE.

The benefit for W. G. Quarfee, the great little Warwickshire cricketer, realised the sum of £917, and at a recent meeting of the county club committee a cheque for this amount was handed to him. Appreciative references were made to his valuable services to the club during the past 35 years.

In the discussion which followed, in deference to the wishes of the committee and having regard to the claims of the younger players, Quarfee expressed his willingness to retire. Quarfee is now in his 68th year, but he fully justified his place in the county team last season.

SOMERSET C.C. LOSSES.

Somerset County Cricket Club report a loss of £1,515 on the year's working. Gate receipts were £1,800 below the figure hoped for and the increase in the professional staff entailed an additional expenditure of £850.

HORSE-RACING.

PLEA FOR CONTRIBUTION FROM BETS.

THE TAX.

The 61st Gimcrack Club dinner, marking the end of the flat-racing season, was held recently at York. Mr. L. C. Neumann, whose horse, Black Watch, won the Gimcrack Stakes this year, was the guest of the evening, with Mr. J. B. Reid, the trainer of Black Watch, as a fellow guest. The chair was taken by Mr. James Melrose, who has passed his 99th birthday and has attended the Gimcrack Club dinner 60 times.

Lord Derwent, proposing "The Winner of the Gimcrack Stakes," read a letter written by the beautiful Lady Sarah Lennox in 1765, in which she said: "I went to see the sweetest little horse run that ever was. His name is Gimcrack. On the same day Lord Rockingham kissed hands, but I must say that I was more anxious about the horse than about the Ministry."

Mr. Neumann, replying, mentioned that he was only part lessee of Black Watch, which actually belonged to Mr. Reid. Referring to the Totalisator, he said he believed the majority of those interested in racing hoped that it would be established on our racecourses before very long. They might hope it would provide an opportunity for putting the betting tax on a more satisfactory basis.

Mr. Reid, who also replied, said that if the Totalisator were introduced in England they would need a fair and equitable agreement with the Government for a term of years, at a rate of commission which would allow the racing clubs to get on their feet after the very heavy outlay necessary for building Totalisators and grand-stands, and buying extra land in many instances. The rates should be 2½ per cent. to the Government, 5 per cent. to the Racing Club, and 2½ per cent. to the Jockey Club, to be distributed in the interests of racing and breeding where most required.

Lord Hamilton's Speech. Lord Hamilton of Dalzell, responding to the toast of "The Jockey Club," said:—

I am, to-day, Senior Steward of the Jockey Club; but I must ask you to bear in mind that, in speaking to you, I am expressing my own views, and have no right or authority to speak on behalf of the Club. The outstanding events of the past season have, I think, been the effect of the betting duty on racing; and the decision of the Jockey Club to do what lies in its power to obtain from betting a fair and equitable contribution towards the maintenance of the sport of horse racing.

I shall deal first with the betting duty. Last year, before the duty was imposed, the Stewards of the Jockey Club informed the Chancellor of the Exchequer that they feared it would have an adverse effect on racing. . . . We now have the complete returns for practically the whole season's sport under the Rules of Racing. They show that the money taken at the gate during last season was £789,000, against £940,000 in 1925. We took the year 1925 as the year with which the comparison was to be made, because 1926 did not offer a fair basis of comparison on account of the strike. The figures I have given show that there has been a drop of £151,000 in gate-money, representing 16 per cent. We know that racecourses cannot meet this loss and still maintain their stakes at the present level. It is quite clear that a large part of the loss of revenue will have to be passed on to the owners, either in the form of increased entry fees and subscriptions, or in the form of an actual and considerable reduction in the value of stakes. I have studied the figures carefully making due allowance for bad weather, bad trade, and for the competition of dog-racing and I have no hesitation in saying that by far the greater part of this is due to the betting duty.

As it appeared early in the season that this result was likely to emerge, the Jockey Club decided to hold a further inquiry with a view to finding a means of supplementing the falling revenue of the sport before too much damage had been done. The findings of the committee which made that inquiry have been published, and, as you know, they have been endorsed—and I can assure you very emphatically endorsed—by the Club. The publication of the decision of the Club has produced a flood of comment—largely favourable; but under that flood, the real nature of the Club's decision has, to some extent, been lost sight of. The only thing most of the writers speak of is the "Tote." It is true that we have asked for the "Tote," but that is only one part of our request. What we really ask is that betting shall

contribute to the maintenance of the sport. If, as the critics of the "Tote" allege, only a small part of the betting will be done through that channel, then a proportionally large part of the burden should be borne by betting which is done in other ways.

In this country our racecourses are in very direct competition with those of other countries. Unless we can maintain our stakes at a level at least equal to what is to be found elsewhere, our best horses will go abroad, where they will be worth more because they can earn more. . . . But, as in other countries, they have had betting to draw on as well as gate-money, it has meant that here, having gate-money as our only source of revenue, the prices of admission to our courses have had to be raised to a figure which now constitutes a heavy tax on people of moderate means; racing has been made excessively expensive to the owner; and there has not been the surplus revenue which was needed to bring our courses up to date, as regards stands and general comfort and convenience. We still have, and we will always have, the best race tracks in the world; but we began racing long before other countries did, and it is only natural that our arrangements should now, to a large extent, be old-fashioned. If they have not been improved, it is more our misfortune than our fault.

The Government's Obligation.

I confess I am disappointed that the Government has not recognised the obligation under which they appear to lie to the great sport which is providing the means of giving a great revenue to the State. . . . If it is right that the National Exchequer shall draw revenue from betting, by what possible process of logical reasoning can it be argued that it is wrong for racing to do the same? The Government has the gain. We suffer the loss. Does not that constitute an honourable obligation to help us? But no. We are told that the Government cannot give support or facilities to the legislation we ask for unless the House of Commons first gives its approval, on second reading, to a Bill introduced by a private member. Do you know what that means? It means that the Bill has no chance of going to second reading, unless those responsible for it are so fortunate as to draw one of the first three or four places in the ballot which is held at the commencement of each Session.

What is it we are asking for? We ask that the law shall be amended so as to allow our sport—not any individual interest, mark you, but the sport—to draw revenue from betting as the Government does. In asking that we are not asking Parliament to reverse any decision it has ever taken. Parliament has never passed a law to say that people shall not bet through a Totalisator; and it has never passed a law to prevent book-makers, as such, being charged at special rates for the privilege of betting on racecourses. Neither of these things can be done at present—not because of any law that Parliament has ever deliberately passed, but because a law which was passed with quite a different object was so badly drafted that when it came to be interpreted by the Judges it was held to do something that Parliament had deliberately decided it should not do.

There is one other aspect of the question I should like to deal with. Some people think that the Jockey Club, whose duty it is to foster the sport of racing, would do well to ignore betting. . . . I say that it is very necessary, in the interest of clean racing, that we should have power to compel book-makers to disclose their transactions to us. We have never had power to compel disclosure; and it has seldom, in my experience, been accorded us voluntarily; the absence of such a power has seriously weakened the arm of racing law; the licensing of book-makers would undoubtedly give it.

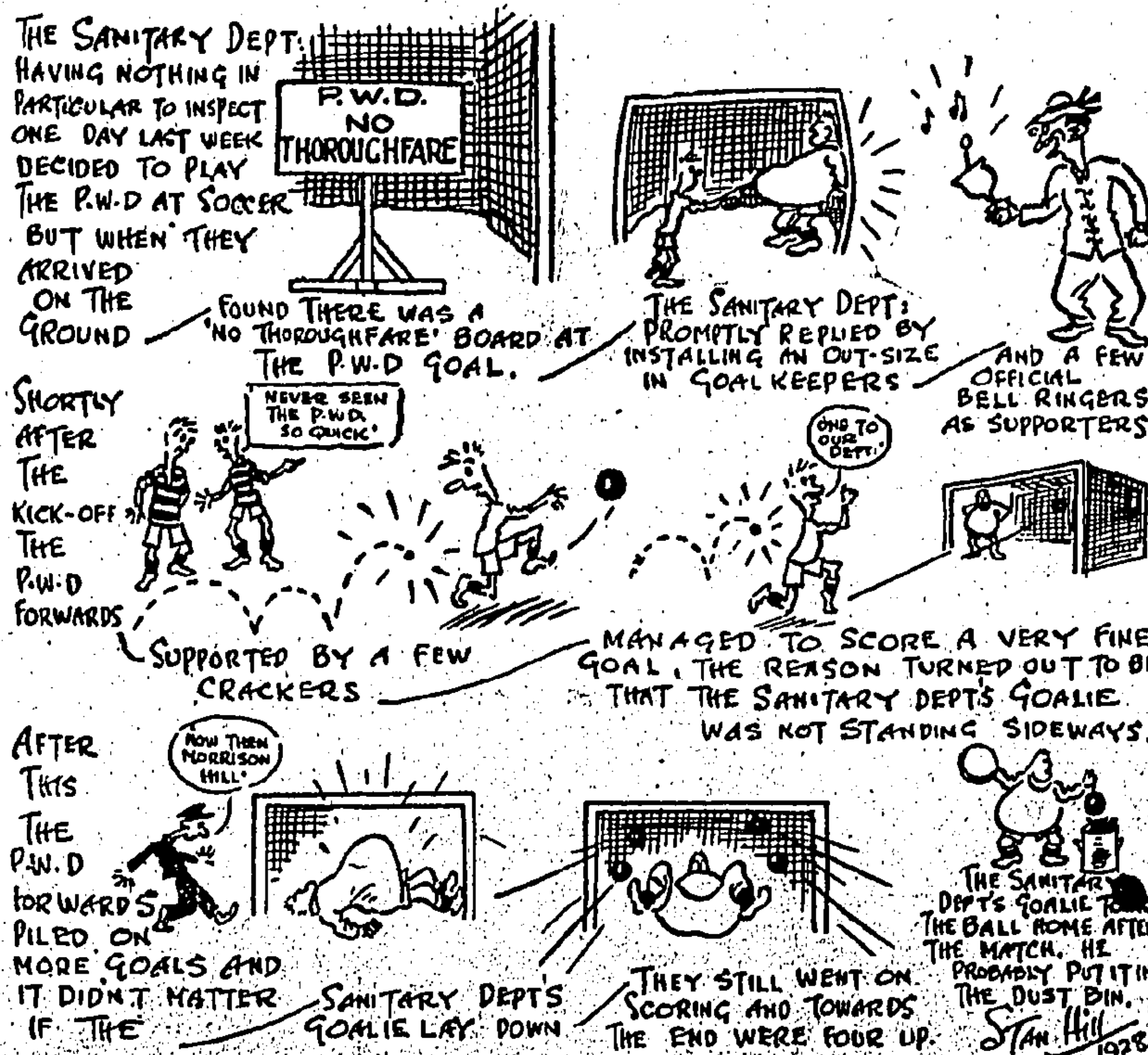
GOLF.

STARTING TIMES AT FANLING.

The starting times at Fanling to-morrow (Sunday), are as under:—

9.24 a.m. R. E. Macdougall, L. G. S. Dodwell.
9.28 H. H. Lennox, R. K. Valentine.
9.32 F. Taylor, W. N. Fleming.
9.36 H. R. Sturt, E. Davidson.
9.40 S. A. Arthur, E. C. Frederick.
9.44 A. Gordon, K. A. Mason.
9.48 F. Cowherd, J. Harrop.
9.52 A. Sommerfeld, S. T. Butlin.
9.56 W. B. Cornaby, T. G. Weale.
10.00 A. Piercy, W. K. Tait.
10.04 A. J. Frank, A. J. Philgrim.
10.08 H. A. Lammert, R. Warbrick.
10.12 E. Davidson, T. G. Bennett.
10.16 K. E. Greig, E. R. Hallifax.
10.20 W. A. Weight, J. P. Sherry.
10.24 D. M. Goodall, A. W. Hodges.
10.28 A. K. Henderson, D. Templeton.
10.32 E. J. Mahon, A. L. Morrison.
10.36 B. P. McMahon, F. G. Fowie.
10.40 E. F. Fletcher, W. C. Clark.
10.44 A. Leach, T. S. Whyte.
10.48 A. J. Perry, G. P. Lammert.
10.52 A. P. Bungey, S. R. Waller.
10.56 W. Ironside, L. R. Andrews.
11.00 W. L. Dunbar, F. A. Redmond.
11.04 E. B. Clarke, A. D. Humphreys.
11.08 J. K. Shaw, F. Syme Thomson.
11.12 E. P. Streetfield, J. H. M. Andrew.
11.16 C. B. Johnson, J. D. Humphreys.
11.20 G. Murray, D. J. Lewis.
11.24 M. G. Mills, N. H. Procter.
11.28 A. B. Raworth, M. M. Maas.
11.32 A. O. Brawn, E. des Voex.
11.36 E. D. C. Wolfe, V. M. Grayburn.
11.40 C. B. Brown, H. A. Mills.
11.44 A. E. Lissaman, N. K. Littlejohn.
11.48 Capt. Dobbie, D. H. Blake.
12.24 a.m. H. T. Swayne, N. H. Procter.
9.28 F. G. Fowie, H. L. Mackenzie.
9.32 A. Leach, W. L. Dunbar.
9.36 L. Yates, W. Adamson.
9.40 T. Low, J. H. M. Andrew.
9.44 L. G. S. Dodwell, A. D. Humphreys.

INTER-DEPARTMENTAL SOCCER.



How The P.W.D. Beat The Sanitary Department.

BRITISH BOXERS.

PHIL SCOTT AND SMITH OUTPOINTED.

A BAD NIGHT.

Cleveland (Ohio). British boxing, represented by Phil Scott, British heavy-weight champion, and Willie Smith, the South African bantam-weight, suffered a double reverse here when both men lost the referee's decision in 10-round bouts in which the losers were both scientifically superior to their conquerors.

Scott lost in spite of his beautiful straight left and clever defensive tactics, which time and again checked the mad bull-like rushes of the Cleveland baker Johnny Risko and Smith, after forcing the pace throughout and giving a great exhibition of really clever two-handed aggressive work, apparently failed to gain the verdict merely because he was knocked or rushed off his feet on three occasions.

Wild swinging blows, which only scored occasionally because they had to on the law of averages, were, for all practical purposes, the only method of attack possessed by both winners, whose footwork was also a negligible quantity. British boxing, on this occasion, can console itself with the fact that if science counts for anything it provided a couple of excellent exhibitions, and moreover, both men were on their feet when the final bell went.

Scott's Fine Defence. Scott has obviously gained a lot of knowledge from his American experiences so far. Cool as a cucumber from the start he never once lost his head in face of the furious onslaughts of Risko, whose efforts to break down the Englishman's guard were at times ludicrous from the actual boxing standpoint. Although he twice sent Scott to the floor, the first occasion was the result of a push which caught the Englishman off his balance, and the second was from an unidentified blow in a clinch, from which Scott emerged in great pain, which forced him to sink on one knee for a count of eight until he recovered. Scott defended himself on the whole in masterly style and his attacking blows were clean-cut and jarred Risko several times. It was his lack of aggression and the two knockdowns which the referee counted against him.

He sustained a cut over the right eye in the ninth round, but it had no effect on his steadiness and was the only damaging blow, apart from the second knockdown, that he received.

Smith Down Three Times. Smith was even more the boxer as opposed to the mere fighter. Whereas Scott fought a masterly defensive battle, Smith never once gave his opponent, Dominick Petrone, a second's respite. His blows were swift and well timed, whereas Petrone, except for an occasional stiff jab, relied almost exclusively on wild swings which were devoid of skill. After receiving a severe blow on the nose in the first round, Smith took a count in the third which was reached. In the next he was rushed half way through the ropes and took a count which, although technically of only two, was really longer as Petrone, like Dempsey on a recent occasion, would not go to a neutral corner at once. A left hook in the eighth round dropped the South African for seven. Smith's fast and straight lefts and his jolts and jabs carried too little steam for a knockdown, although they often jarred Petrone. The latter scored most points by body blows, and Smith's ribs showed evidence of this at the finish. After the fight Scott said he would not fight again in the United States this season. He would return home shortly, but he intended to go back to America next spring and remain there for several years.

Risko To Meet Paolino.

Mr. McMahon, the boxing promoter, announced that arrangements were practically completed for Johnny Risko to meet Paolino Uezudum, the Baque "woodchopper" and heavy-weight boxer, late in January.—British United Press.

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Helsinki 193 1/2
Madrid 225 1/2
Lisbon 267 1/2
Athens 795
Bucharest 5 15/16
Rio 47 13/16
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do. (old) \$310 b
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MOTURING SECTION

USEFUL ACCESSORIES.

Mr. H. Thornton Rutter writes in the "Daily Telegraph", London, on December 1:—

Motorists who are thinking of taking their cars to the Riviera should give due consideration to the accessories, especially if they are going to drive themselves, as the little gadgets on the car do much for the comfort of those who travel in it. It is extraordinary how few cars are "well-found," as the seamen express it. One seldom sees a foot-muff for the passengers in cold weather, yet with all the vogue of the closed car feet do get cold, especially, of course, during very long journeys. Recently rear trunk cases have become more fashionable, and these are in their way foot-muffs for the luggage, as they protect the suit-cases which are housed inside them from the effects of the road and weather. Quite a number of cars shown at the recent Olympia Motor Show had rear trunks shaped to fit the back of the car, instead of the plain square boxes covered with an inferior kind of American cloth which were the original types. As the cabriolet is the particular type of vehicle which is most favoured at the moment, there is no solid roof to carry luggage, for the roof is now made of leather material, soft and lined, so as to absorb and hush the noises which may be developed by the mechanism. The result is that all the luggage which has to be carried must either be accommodated on the rear luggage-grid or else on the running boards, in order not to inconvenience the passengers inside the carriage. The expanding luggage guard is consequently being more commonly fitted to the running-boards as a luggage holder.

Dipping and swivelling headlamps are being fitted as standard equipment on some of the lower-priced motor-cars, but other makes leave their owners to provide these accessories for themselves. Now we have had a spell of fog many garages are busy changing the present headlamps, which are only capable of maintaining a fixed position, for this anti-dazzle and better-fog-lighting method; but one often wonders why these things are left until the last moment. With the largely increased number of vehicles on the road at night-time, and at a season of the year when mist and fog are bound to be prevalent, every purchaser of a new car should realise that these accessories are necessary for the safety of the driver, passengers, and the vehicle itself. Swivel headlamps, too, are a measure of courtesy towards other road users, and as such are equally essential at all times of the year. One of the clauses of the amended Vehicles Lighting Bill, which has passed through the Standing Committee of the House of Commons, provides that lights swivelling with the front wheels, or dipping, should be permitted; so that although the existing law says that the headlamps must be fixed and throw the light only in the direction in which the car is going, no authority would think of interfering with cars fitted with dipping headlamps. In practice these lamps have proved their efficiency in that they avoid dazzling other oncoming drivers and are helpful in concentrating the light in front of the car on the nearside curb during a fog. If the dipping head-lamp is further fitted either with a yellow reflector or a screen in front of the glass (which transforms the white rays into orange ones), the light is not reflected back by fog or mist, and gives better way-finding illumination than a pure white light. As there are some half a dozen or more methods of transforming fixed headlamps into dipping ones, motor-carriage users should have little hesitation in adopting this safety device.

Bumpers and Fenders.

Bumpers or fenders are also becoming a standard equipment on the low-priced imported cars, so that no doubt next year we shall see these added as standard equipment on British models. Here again the congestion of traffic tends to increase the number of minor collisions which are not dangerous to life or limb, but are certainly apt to "rumple wings, dent oil tanks and back panels, and fracture

radiators or lamps. At first British motorists considered these fenders somewhat disfiguring to the artistic appearance of their carriages. Now practical common-sense is telling them that "safety first" is by no means a bad motto, and that the cost of fitting bumpers is saved ten times over by the consequent protection from minor disfigurements of the coachwork and wings. A large variety of bumpers or fenders is available to the motoring public; some of these are good, some bad, and some indifferent in their design and construction, but all afford more or less protection from minor injuries. Those who are thinking of fitting these excellent accessories may well be reminded that what is required is something that will provide the same protection as a fender does to a steamboat or motor-launch—something that will bend but not break and, at the same time, will yield to the shock and not be so stiffly supported on the chassis members as to strain them. The cost of mending a bumper is small compared to that of mending dumb-irons or the chassis frame. Some of these bumpers work on pneumatic or hydraulic cushions to aid the spring faces to receive the shock of impact; others depend on the spring of the metal to give sufficiently to absorb the lesser blows, and when a too severe one occurs let the fender itself be broken in place of more important parts of the vehicle. It is well, therefore, to avoid the bumper which is too strong.

Starting the Engine.

Cold weather brings quite a number of difficulties to the novice motorist, and if he is not prepared with a little knowledge his task of starting the engine in the morning is difficult, and the car is likely to need more in fuel to keep it running during the day. Some of the more expensive cars are fitted with thermostats, a form of water valve which short-circuits the radiator from the cylinder jackets, and so enables the heat of the engine to warm up the water around the cylinders to the right temperature before it is permitted to circulate and be cooled in the radiator system. The great majority of vehicles, however, are unprovided with this device, and the motorist is obliged to use more primitive methods, such as "pasting up" a portion of the radiator with brown paper, slipping off the fan belt (if any) in order to put the fan out of commission, or fitting radiator muffs and radiator shutters. The last are the most effective form of mechanical thermostat, as radiator shutters can be controlled and manipulated according to circumstances. It is true they cost a little more to fit, but they are a permanent equipment when provided, and are as useful in the summer as they are necessary in the winter. All such devices help towards economy, as every ounce of petrol consumed can only give out so many thermal units, and the more heat is required for raising the temperature of the water when the motor is running, the greater the waste of fuel. Therefore it pays to control the water-circulation temperatures, both by fitting a thermometer and by some device to hasten the warming of the water in circulation when the motor is started, and to keep it at its right temperature for the remainder of the time that the car is in use. In starting from cold, the novice is apt to open the throttle too wide when difficulty is experienced in getting the engine to fire. Opening the throttle wide lessens the suction power of the engine at low revolutions, and what is required to vapourise the petrol on cold days is a high suction velocity through a narrow orifice, so as to produce a rich mixture in a gaseous form.

What would be possible, the power of the engine is increased to a very marked degree, and also owing to the better mixing of the gases and the consequent better combustion higher compression ratios are made possible, which still further increase the power output and general efficiency of the unit—"Sparks" in "The Queenslander."

TURBULENCE.

HOW IT INCREASES ENGINE EFFICIENCY.

In an article on the Held Diesel engine, which appeared a few weeks ago, I mentioned the fact that the cylinder head was designed to take full advantage of the turbulence theory, and it has since occurred to me that perhaps turbulence as applied to internal combustion engines may not be familiar to every one. In this article I am going to describe what it is and how it increases engine efficiency. First of all let us take the meaning of the word. It means violent stirring or agitation. When we stir or agitate our cup of tea our object is to dissolve the sugar more quickly. Here we have an everyday example of turbulence. In this instance turbulence produces results in a short space of time that would otherwise require considerable time. In the internal combustion engine combustion of the charge is dependent on the proper mixing of the fuel vapour and air, and on the fuel being held in suspension in the mixture up to the time of the ignition. In order to do this efficiently the cylinder head of the engine has to be so designed that the gases are agitated, and kept so until the charge is fired.

Flame Propagation.

Turbulence also presents another advantage, in that it tends to accelerate the rate of flame propagation. Since the rapid mixing is by rapid circulation during the explosion, it mechanically carries the flame at a speed much higher than its unaided rate of progress. In other words by throwing the masses of burning gas throughout the charge it creates a number of new points of combustion, so that the rapidity of combustion is far greater than would ordinarily happen, and more power results.

Now in order to consume the greatest amount of gaseous mixture in a given time it is obvious that the area of flame has to be at its maximum. The most effective way of consuming the greatest amount of mixture in the shortest time is to provide a design of combustion chamber that will permit a rapid spread of flame surface developing at each successive advance an increasing area of contact with the unburnt mixture. Turbulence is the means of accomplishing this, but readers will probably wonder how the charge is kept turbulent after it reaches the combustion chambers. Turbulence can be produced by two methods. First of all, by means of the intake gas velocity past the intake valve during the suction stroke, and, secondly, by means of piston compression. The latter method is claimed to be the most effective for a given speed of the engine, and is accomplished by designing the combustion chamber so that it has what may be termed a turbulent orifice. This is obtained from the use of a high valve pocket and a somewhat restricted space above the piston chamber, so that, during the compression, the greatest portion of the gases are compressed in the valve pocket. In entering this pocket they are forced through the orifice created by the reduced height of the cylinder head above the piston. By this means the gases are kept in constant motion at the instant ignition takes place.

Swirling Of Gases.

An example of such design is in the Ricardo type of head, which is rapidly coming into favour with manufacturers of engines. The compact form of the combustion chamber and the turbulence created by the piston causes a rapid swirling of the gases, thus producing a rapid distribution of the flame throughout the mixture. The charge, when compressed, is as compact as possible, and the run of the flame to the farthest end of the combustion chamber is very short. Under these conditions, that is, when the flame travels faster than

(Continued at foot of preceding Column.)

A WEEK'S PAPERS IN ONE

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The "Overland Mail" this week contains the full story of the piratical attack in the Canton Delta on the steamer "San Nam Hoi." An eye-witness (the Chief Engineer) gives a vivid description of the battle that was waged on deck between the gallant skipper and himself on one side and thirty or more pirates, all armed, on the other, and he tells how, after a stubborn fight, the invaders were driven off, some being killed and others captured. A few escaped by jumping overboard. The Chief Officer of the ship, Mr. Conway, and two Indian guards were shot dead. A special report appears in the "Overland" describing in the words of the quartermaster how the Chief Officer met his death.

In regard to matters Chinese, comparative peace reigns at Canton. The administrators of the Kwangsi faction, headed by Gen. Li Chai-sum, appear to be settling down to constructive rule and efforts are being made to oust the always-troublesome labour element.

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ULTRA-MODERN THRILL.

Harry Harper, Author of "The Air Way," "The Steel Construction of Aeroplanes," etc., writes in the "Rangoon Times":—

The only people who, as a rule, are permitted to take a seat out in the cockpit beside the pilot of one of our powerful continental air expresses—replacing for a time the mechanic who moves back into the saloon—are air-way engines and Government officials. It is considered a privilege to don a flying-suit and make a journey out there forward, sitting beside the man who steers the great winged craft as it hurtles through the air.

One well-known figure in aviation, who, when he is on one of his frequent trips by air, thoroughly enjoys leaving his armchair in the saloon and going out forward with the pilot, is Air-Vice-Marshal

Immediately in front of him the pilot of the air express has a hand-wheel mounted on a metal column. This, when turned from side to side, actuates the "ailerons," or hinged auxiliary surfaces at the wing-tips which govern the lateral or sideways balance of the machine. A movement forward or backward of the wheel operates the rear elevating-planes, and causes the aeroplane to ascend or descend.

Many instruments and dials engage the attention of the airman on his dashboard. There are temperature and pressure gauges which must be watched in connection with the water and oil-cooling of the engines. Then there is the tell-tale needle of the speedometer. This, one should mention, does not indicate the machine's rate of progress across the face of the earth. Air speed and land speed are different things. This instrument is merely an indicator of air speed. The rudder of his machine the pilot moves by the action of a foot-bar.

Air Speed and Land Speed. What it tells the pilot is the speed at which his craft is moving in relation to the body of air in which it is immersed.

Assume, for example, that the craft is flying into a headwind. If so, and even if the indicator stands at 100 miles-an-hour, the actual speed of the machine over the surface of the earth may, owing to the retarding effect of the wind, be appreciably less than this. On the other hand, if there is a strong following wind, the rate of travel over the earth may be considerably greater than the reading the air-speed indicator shows. As an example one may take the case, not long ago, of an air express which, thanks to an aiding upper wind blowing at gale strength, flew from London to Cologne at a speed over the ground of just on 160 miles an hour, although its air-speed indicator stood all the time at about 100 miles-an-hour.

Other instruments the pilot finds invaluable are inclinometers and turn-indicators. These come to his aid when he is navigating his machine in cloud or fog. In such conditions, when he may be prevented for a time from seeing any horizon-line, he glances at these ingenious instruments and is informed immediately of the inclination of his machine in relation to the surface of the earth below.

The Red Lamp. Another instrument to be noted is the airway equivalent of the emergency stop-the-train signal on railways. A passenger in the saloon of the air express who may wish to communicate with the pilot presses a button which lights a red lamp in the cockpit. Seeing this signal, the pilot at once sends his engineer-assistant through the communicating door into the saloon to inquire what is the matter.

Not long ago there was a strange instance of the use of this red-lamp signal. A winged express flying from Paris to London was nearing the French coast when the light appeared suddenly on the pilot's dashboard. Whereupon the mechanic, hastening through the saloon, saw an amazing sight. One of the windows was open and a passenger was apparently trying to struggle through it, being held back by several other travellers, who were gripping his arms and legs. The mechanic, realising the seriousness of the situation, dashed back and told the Pilot what was happening and the latter decided to land at a neighbouring emergency ground.

In the meantime the other passengers, re-informed by the mechanic, were struggling with

NATIONS' CLAIMS.

FRENCH MILITARY LEAD DISCLOSED.

AIR SUPREMACY.

London, Dec. 18. The latest edition of Jane's "All the World's Aircraft," is authoritatively describing the types of aircraft of no less than 60 countries, strongly comments upon the secret policy of France, who has bluntly refused to divulge any details as to the number and capabilities of her machines.

The volume, nevertheless, gives remarkable figures which reveal that France has outstripped the world in military machines and possesses more machines than the rest of the Powers combined.

Similarly, it points out that Germany dominates the air commercially. The Lufthansa Company owns 140 air liners, which link up the whole of Central Europe from the Baltic to the Mediterranean.

Britain compares badly, with a mere 20 liners operating on half-a-dozen routes. Nevertheless, the British Military machines, though fewer are wonderfully efficient. Britain possesses the fastest types, together with an all-round high standard of performance.

NEW FIGHTER.

A REMARKABLE CLIMBER.

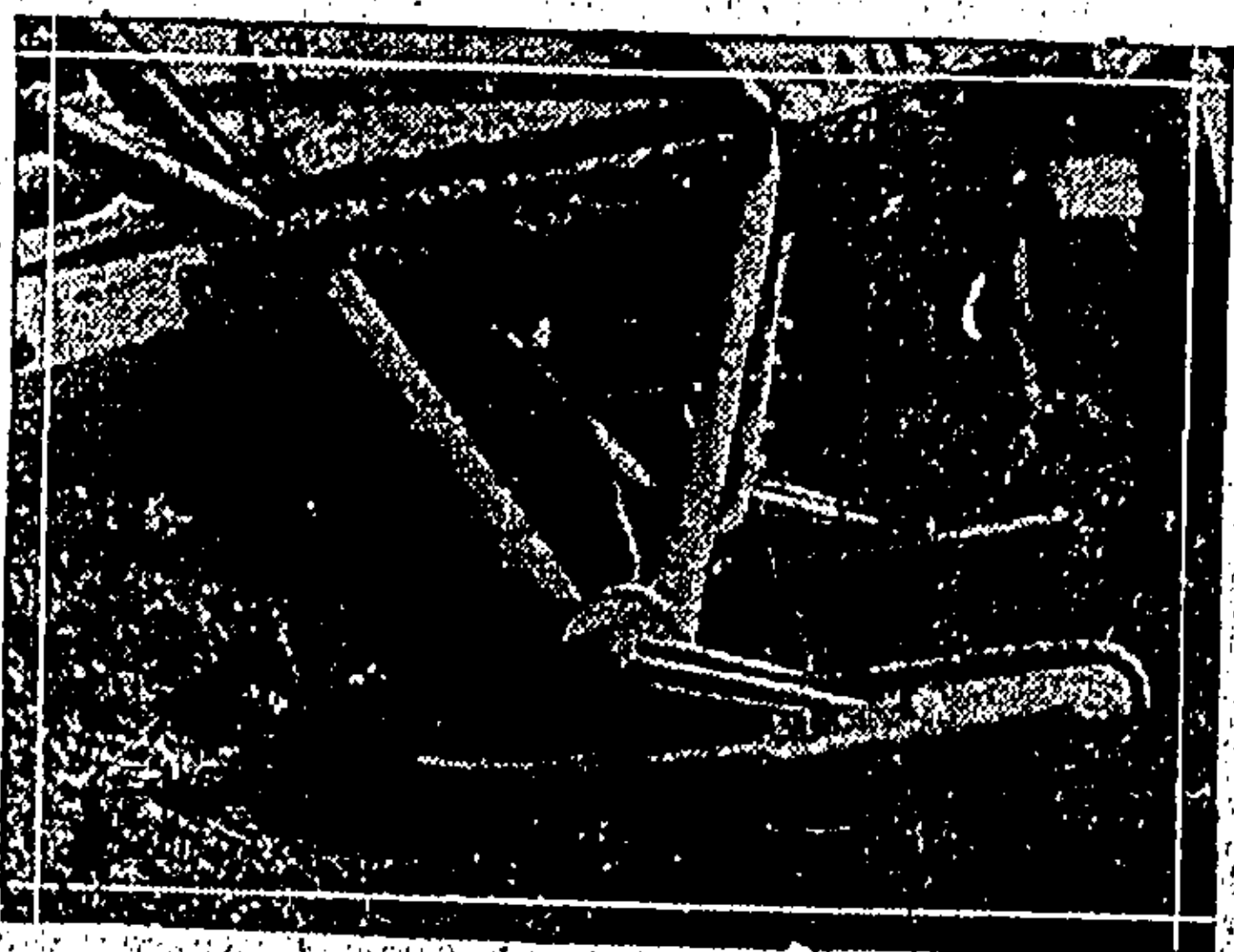
London, Dec. 14. The "Daily News" states that, in accordance with the data obtained from the recent Royal Air Force manoeuvres, the aeroplane designers are evolving a "defending fighter," which will carry at least four machine guns. The machine will be able to climb 25,000 feet in ten minutes, and will have a speed of 200 miles per hour.



The christening of the "Splendid," the new Fokker Universal and Emil Burgin will try to break record now held by two Germans—in the air 62 hours and 23 Chamberlain's previous record of christening, are—Emil Burgin, oblation, Washington debutante, son, Assistant Secretary of the William P. MacCracken, Assistant Secretary of War for Aviation.

the man, who was now half out of the saloon window, and whose idea, apparently, was to get out on to the wing of the machine. In this time the aeroplane had glided down. The man was then removed from the saloon. He apologized, abjectly, for what he had done, explaining that he had been seized by a sudden impulse to try the "wing walking" which aerial stunt performers in America were accomplishing. But the airway officials, after a consultation, refused to allow him to continue his journey by air.

Another recent example of the use of the aerial emergency signal was when a passenger was taken suddenly ill while aloft, and the pilot landed at once in order that medical attention could be procured.



Bourget Field, Paris.—A close-up of the new landing gear of a tractor design, which was the main purpose of the gear is on rough and uneven ground.

PLANE QUERIES.

HOW FAST DOES THE PROPELLER GO?

SEAPLANES ON LAND.

How fast does the propeller go? The speed of propellers varies from 900 to 1,500 revolutions a minute. From 1100 to 1200 are common speeds.

Can seaplanes land on land? There are amphibian seaplanes which can alight with equal ease on land or on water. A skillful pilot could bring down an ordinary seaplane on good ground, but he would probably damage the machine.

Does a pilot know when his machine is going to stall?

It often happens that the first warning he has is when his machine has actually stalled. There is an anti-stall gear, however, which warns the pilot when his machine is reaching its stalling speed by setting the controls to correct the error.

Is the balance of an aeroplane ever upset?

The balance of an aeroplane can easily be upset by the wind, or by carelessness or lack of skill by the pilot.

What weight can an aeroplane carry?

This depends entirely on its size. A small single-seater might carry 800 pounds, including pilot and fuel. The big Handley Page aeroplane can carry eight tons in addition to its own weight.

Can an aeroplane rise vertically? Not in relation to the air, but it can do so in relation to the ground when facing a very strong wind.

That is to say, if the wind is pressing it backward the actual rise may be in a straight line, as it were, as if the machine were not moving forward at all. The new type of flying machine known as the Autogiro, however, rises almost vertically.

Does an aeroplane use up its exhaust? The exhaust is usually run to waste, although occasionally some of it is used to warm the carburettor, and on some passenger planes

TO THE SOUTH POLE.

AN AMERICAN EXPEDITION BY AIR.

LAST GREAT CHALLENGE.

Washington, Dec. 17. Commander Byrd has informed the National Geographic Society of his plans for a flight to the South Pole. He says "The last great challenge to an aviator to explore comes from the Antarctic continent."

Commander Byrd said that the personnel and equipment of the expedition would be taken to its base at Great Ross Barrier, in a ship especially built to withstand



Paris, France.—The International Aeronautical Federation recently awarded the world's altitude record to Lieut. C. C. Champion, U. S. Navy aviator, after the altitude flight of the French flyer Jean Colizo, had been proved fraudulent. Lieut. Champion's record is 11,727 meters—between 46,000 and 47,000 feet. Photo shows Lieutenant Champion in the flying outfit in which he won the world's record.

the ice. Three planes will be used, with which Byrd hopes to lay down bases 100 miles apart, to the edge of the unexplored area, and fill in "the great blank spaces" on the maps of the school children at a rate of 100 miles per hour.

The party will include six Eskimoes, in addition to 12 men. Commander Byrd added that he had already received an excess of 300 applications from persons young and old who desire to participate in the expedition.

"The primary object of the expedition," Commander Byrd said, "is scientific, and we hope to plant the American flag at the South Pole, photograph geological sections of the rugged, mountainous cliffs, and search the fossil remains in an effort to disclose something of the past. We will depart from South America for the Antarctic."

Commander Byrd said he hoped that a valuable by-product for the expedition would be a cementing of goodwill between the United States and South America. The expedition would be a completely American venture.

Risks and Difficulties.

Sydney, Dec. 18. In the opinion of Professor Sir Edgeworth David, who, it will be remembered, accompanied the late Sir Ernest Shackleton on his expedition to the Antarctic, when the South Magnetic Pole was discovered, the success of Commander Byrd's expedition will depend to a great extent upon the selection of the base.

"If by the ice barrier mentioned in the cable message the Ross or Great Ice Barrier is meant, which extends for about 500 miles to the east of the headquarters of the late Captain Scott and of the Shackleton expedition, it may be

recalled that Allinson established a base at the eastern end at a place he called Framham after his ship, the "Fram," said Sir Edgeworth David. "Allinson found conditions comparatively calm, the area being fairly free from violent blizzard winds. On the other hand, nearer the great Antarctic Andes, where our winter quarters were established, blizzards are very frequent and very violent, and would make it quite impossible for aeroplanes to be used. If Byrd's headquarters are somewhere near Allinson's winter quarters, he may reasonably expect fairly calm weather, but, in order to explore the continent, the planes would have to fly over the region of the Andes, and there would be great risk from southern blizzards. It is a matter of great interest to decide where these Antarctic Andes eventually go. They have been traced south to the Pole, and have been found to reach an altitude in some places of 15,000 feet. They bend away to the east of the Pole, and then there is a great blank space on the map, from where they have been lost to sight, up to the American side of the Antarctic. The question whether they go south to the northernmost part of Graham Land or whether they branch away to the right of the Weddell Sea and go to Coates Land has yet to be decided.

"It may be reasonably assumed," the professor said, "that, in view of the experience of Amundsen, Byrd will select a base to the east, as far away as possible from the Andes, which themselves are the cause of the blizzards. The South Pole will, I think, be found more difficult to explore by plane than the North Pole. On the other hand, there should be less difficulty in alighting than in the north. It has been definitely established that the area to be explored is all land, so that the jagged ice floes of the northern area will not be present. Away from the actual rock formations the surface is comparatively smooth and there should be little difficulty in finding good landing places."

GERMAN AIR RAIDS.

TOLL OF BRITISH DEAD.

London, Dec. 14. In the House of Commons to-day the Secretary of State for the Air (Sir Samuel Hoare) in answer to a question said that the civilians in Great Britain killed by German aircraft during the war totalled 1,117.

NEW YORK TO ROME.

NON-STOP PROJECT.

New York, Dec. 16. In connection with the projected non-stop flight from New York to Rome, sponsored by a group of Italian-born Americans, it is announced that the take-off will be made in the second week in January, with Cesare Sabelli, an Italian war aviator, as pilot.

ALL-METAL PLANE.

AERIAL SURVEY OF N.S.W.

Sydney, Dec. 19. The "Eagle Rock," an American all-metal biplane, the first of its kind in the Commonwealth, arrived in Sydney by the a.s. "Port Pirie" to-day and will probably be taken to the Mascot Aerodrome tomorrow. The "Eagle Rock" is the first of a series of planes to be imported by Air Travel, Ltd., and will be piloted by Mr. Rupert King, an instructor with the Australian Aero Club in Sydney.

Mr. King explained to-day that the new plane would be used for aerial survey work in New South Wales as well as for photography, and taxi work. It has yet to be unpacked and assembled, and it is expected that it will be ready for flight by the end of this week.

Equipped with a 90 h.p. water-cooled Curtiss engine the "Eagle Rock" will have a cruising speed of about 85 miles per hour and a maximum speed of over 100 miles per hour. It will accommodate two passengers in addition to the pilot.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING

ST. JOHN'S CATHEDRAL, HONG KONG.

January 22, 1928. Third Sunday After Epiphany. Holy Communion (8 a.m.). Matins (11 a.m.). Preacher: Rev. W. R. Cannell. Evensong (6 p.m.). Preacher: The Dean. A Social Gathering will be held in the Cathedral Hall after Evensong. Cordial welcome extended to all.

FIRST CHURCH OF CHRIST, SCIENTIST.

[Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.]

Macdonnell Road, below Bowen Road Tram Station.

Sunday Service 11.15 a.m. Subject:—"Truth." Wednesday Evening Meeting at 8.30 o'clock. Reading Room at above address, open:—

Tuesday and Friday 10 a.m. to 12 Noon.

Monday and Thursday 5 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room.

WESLEYAN METHODIST CHURCH.

Queen's Road East, Wanchai (near Royal Naval Hospital)

Sunday, January 22, 1928.

Morning Service, 10.15 o'clock. Subject:—"Forgiveness—Human and Divine." Afternoon 3 o'clock:—Sunday School.

Evening Service, 6 o'clock. Subject:—"How to Stop Men Talking Against the Church." Preacher at both services Rev. J. C. Knight Anstey.

Sailors' & Soldiers' Home, Arsenal Street.

Sunday:—3.00 p.m. Mr. May's Bible Class; 8.15 p.m. Service Men's Hour.

Friday Evening:—8.15 p.m. Fellowship Meeting.



Captain Frederick A. Gilles, British war ace, who was recently forced back to the mainland of California after nine hours flying over the Pacific Ocean, while on the first leg of his overseas flight to Australia. His plane was damaged on landing, but he will make another attempt after repairs are made.

EDITOR CAUTIONED.

PUBLICATION OF FALSE REPORT ON POLICE.

Shanghai, Jan. 16. The editor of the "Minkuoji-pao" ("Republican Daily News"), which is the official organ of the Kuomintang, made his appearance in the Shanghai Provisional Court, yesterday morning, charged with circulating false and malicious rumours, viz., that he published in his paper an article insulting the Shanghai Municipal Police.

Mr. E. T. Maitland, Prosecuting Solicitor, appeared for the Commissioner of Police and stated that the alleged insult was contained in a report published in the "Minkuoji-pao" on December 13. There was a fight between robbers and volunteers in Chapel, to the north of Choufong Road, in the course of which five members of the volunteers were wounded, one of whom subsequently died. The article alleged that the Settlement Police fired on the desperadoes and wounded the volunteers, which was totally without foundation. There was no firing by the Municipal police whatever.

Mr. Maitland's statement was corroborated by foreign and Chinese officers and accused admitted that he had published the report in error. He had since found out his mistake and had published an apology and an admission of his error.

The accused was cautioned.

SCHNEIDER CUP.

MUSSOLINI'S CHALLENGE TO GREAT BRITAIN.

London, Dec. 11. The aeronautical expert of the "Morning Post" says:—

"Signor Mussolini" has ordered the Machi and Fiat motor firms immediately to set to work to build aeroplanes which will wrest the Schneider Cup from Great Britain at all costs. America and Germany also intend to compete.

"Meanwhile Great Britain's plans have not been decided, as the holder must defend the trophy against the almost efforts of two or three Governments. Yet Royal Air Force pilots have been forbidden to participate, while the Air Ministry is only too willing to bear a proportion of the costs of any other competitors."

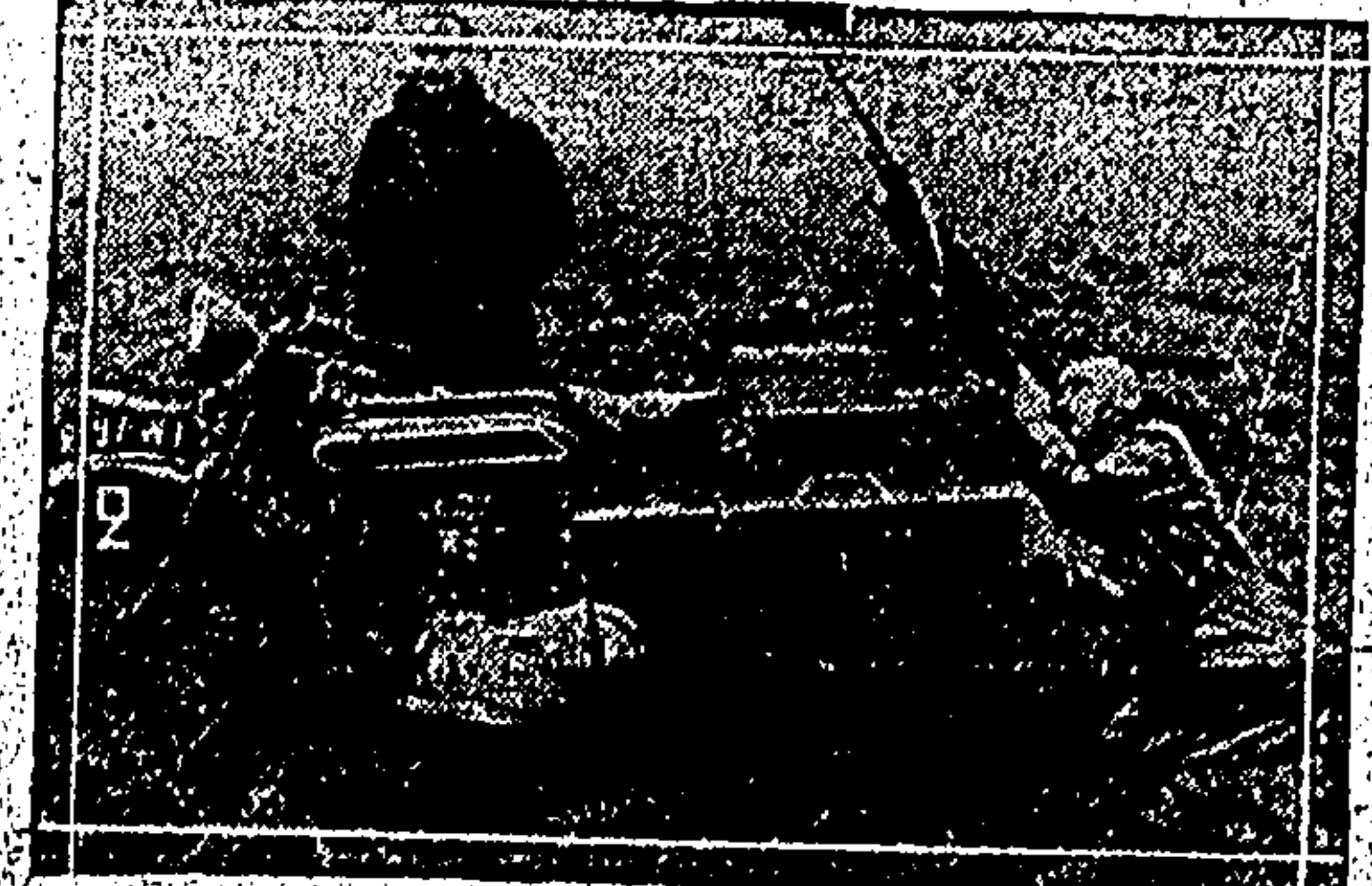


Photo shows a rapid-fire anti-aircraft gun mounted on a military motor vehicle being tested at Satory. When the cyclist is in point to fire at the enemy aircraft, the gun is carried in the leather case.

GREAT BONE-SETTER.

BATTLES FOR MANIPULATIVE SURGERY.

SIR HERBERT BARKER.

"Sir Herbert Barker's volume of reminiscences, 'Leaves from My Life,' is concerned chiefly with the story of his fight for professional recognition of 'manipulative surgery' as a valuable method of healing."

"Sir Herbert won that fight in the teeth of an opposition which at first caused the public a great deal of amusement, but which, at a later period, when the case of Dr. Axbam was under consideration, aroused an outburst of indignation of a very widespread character."

In his book, 'Leaves from My Life' (Hutchinson, 21s.), Sir Herbert Barker, the famous manipulative surgeon, tells not only of his methods, his cases, and his struggle for recognition, but of the fight for manipulative surgery itself.

"Human nature," he says in his book, "even in highly scientific society, does not change very much from age to age, and the man who ventures to leave the beaten track or to undertake investigations in the hinterland of surgery or any other science will find that conservative minds and vested interests will view him with disfavour, oppose him, malign him, and, if possible, break him."

"I was not the first, and I am fully aware that I shall not be the last victim of orthodoxy in circles scientific, theological, or artistic."

"My own indictment against the General Medical Council," writes Sir Herbert, "has been an unvarying one. That indictment is that they have utterly and completely failed to fulfil their duty—so far as manipulative surgery is concerned."

"They penalised the one broad-minded, courageous member of the faculty who ventured to study these methods and to approve of them. They actually allowed him to die under the signs of professional dishonour."

One Great Obstacle.

"So far from securing the training of the medical profession in what every surgeon admits to be a most valuable department, manipulative surgery, the faculty in the past has been the one insurmountable obstacle to the spread of a practical knowledge of its methods among the rank and file of surgeons."

"It is impossible," comments the 'Times,' "when reading the long and painful story of Dr. Axbam, as Sir Herbert Barker tells it, not to deplore the stupidity of those who failed to restore to physician to the Register. Had Dr. Axbam's name been registered on the day of his death it would have been possible to forgive and forget with a good conscience."

Forgetfulness and even forgiveness may come in time, but the members of the General Medical Council would be ill-advised to think that the public has dismissed Dr. Axbam from its mind. There exists still in the minds of a very large number of laymen a feeling that the General Medical Council lacks, to some extent, the quality of mercy. Sir Herbert Barker's book is not likely to mitigate that feeling."

As to his first case Sir Herbert tells how, when aged 18, on a voyage to Canada, a passenger fell and dislocated his elbow. The ship's surgeons failed to give relief, and Sir Herbert was allowed to try and see what he could do. The author says:—

"Trusting to an instinctive guidance and using my common sense, I executed what I deemed to be the necessary holding and leverage, and in a trice some 'gave' and the arm resumed its normal shape. My first professional operation was successfully accomplished."

Woman Patients.

We like, too, the story of one of his early woman patients as told by Sir Herbert:—

"She came to me limping heavily with two sticks. Without an anaesthetic I reduced the derangement; the patient was immediately able to walk normally, and left my house carrying her sticks under her arm."

"On arriving home she told her medical man what had happened. He was furious. 'So you have been to that quack?' he said. The lady then bared her uninjured knee, and the doctor carefully examined it. 'The knee is not a bit better,' he said. 'Barker has simply made you think it is better.'"

"But, doctor, it was the other knee you treated, and here it is; would you like to examine it?"

This is a book of reminiscences that is interesting, not only because of the author, but also on account of the fact that the things he tells grip the attention on their merits as incidents in the history of our own day as most of us know it. Many famous men and women who as patients could only be cured by Sir Herbert Barker's methods sit through the pages with their interesting experiences.

The Chancellor of the Exchequer acknowledges £3,000 as an anonymous contribution towards the cost of the war from 'A Jersey Man by birth and descent.'

FILM COMBINE.

BRITISH FOOTING FOR U.S. FIRMS.

FUSION OF INTERESTS.

Rumours of all kinds, especially as regards amalgamations between film companies, are seething in Wardour Street, the London cinema trade centre.

Hard on the news of the Gaumont British Corporation's new trading arrangement with the Ufa Co. of Germany and of Gainsborough Pictures joining Gaumont British Corporation comes the announcement of an "agreement" between the Standard Film Co., of which Lord Beaverbrook is chairman, and Lord Ashfield, Sir William Jury, Mr. Holt, and Mr. W. Evans are directors, and the United Artists Theatres Circuit Incorporated, and Loews Incorporated (both of New York) for the formation of a company for production and exhibition of films in Great Britain.

United Artists Circuit and Loews Incorporated control circuits of cinemas in the United States belonging to the American film producing concerns United Artists (to which Chaplin, Fairbanks, and Mary Pickford belong) and Metro-Goldwyn-Mayer.

It is supposed that the arrangement has been arrived at with a view to providing Allied Artists (as the United Artists branch known in this country) and Metro-Goldwyn with films for "quota" under the British Cinematograph Films Bill. It is also suggested that British films distributed by Allied Artists and Metro-Goldwyn in this country to fulfil their "quota" obligations as renters will find their way to United Artists and Metro-Goldwyn circuits of theatres in the United States.

Another explanation of the present "arrangement" is insisted upon in other film circles in London. As reported recently a fusion of interests is regarded as imminent between the biggest circuit of cinemas in this country and one or more American film-producing companies.

Wider Market Needed.

Not the least significant regrouping within the industry is the projected move on the part of the Cinematograph Exhibitors' Association's members, who include the majority of British cinema proprietors. They are considering the creation of a film-book circuit which would hire films co-operatively for hundreds of cinemas at a time. This is regarded as a move against the acquisition of cinemas, or an interest in cinemas in this country by American film-producing companies or their subsidiaries.

British film producers meanwhile, though promised a larger share of British screens than they have had, are far from happy. Their home market is still insufficient, it appears, to make it possible to produce films of quality in numbers on a profitable basis. They are still in competition with American film producers who get their production costs back in the United States and derive big profits from a world market. British producers are casting about for a wider foreign market.

Mr. George Lancaster, of Mansfield, who is aged 100, has a sister living more than 90 years old and seven of his eight sons and daughters are alive.

MOTHER AND SON.

BOTH FOUND SHOT IN BEDROOM.

FATHER'S DISCOVERY.

Mr. R. B. Blair, of 37, Gainsborough Gardens, Golders Green, N.W., a retired Army officer, found his wife lying unconscious across the doorway of their son's bedroom with a bullet wound through her head.

He rushed into the room and found the son Alan, aged 15½, also unconscious. He had apparently been shot through the head while asleep.

Mrs. Blair, who was 48 years old, died a few hours later at the



Left to right, front row, M. Renee Claudel; Paul Claudel, French Ambassador to the United States, and Mme. Claudel. Back row, Mlle. Marie Antoinette. Mlle. Renee Claudel photograph Embassy in Washington just arrived for the winter season in Antoinette and Mlle. Renee are their country, and will make their debut to Washington society this winter.

New End Hospital, Hampstead, and the son soon afterwards, both without having regained consciousness.

Mr. and Mrs. Blair had been living in Gainsborough Gardens for about two years. They came from Dunblane, near Stirling, when Mr. Blair retired from the Army. The son attended a local County school.

A neighbour said, "Mrs. Blair was a pleasant woman, rather reticent, and did not gossip with anyone. I think she had a son in the Army and a daughter either a nurse or training to be one."

Husband's Story.

Mr. Blair, the husband of the dead woman, said to a reporter:—

My wife has suffered from nervous trouble for the past two years. Recently she suffered from fits of depression.

Shortly before seven o'clock this morning she woke and left the bedroom, and soon after I heard a noise like a pistol shot and I got up to see what was the matter. Then there was a second report, and as I went out of the bedroom I found my wife lying on the floor with blood streaming from her head.

I noticed a pencilled note lying on the floor, and it is now in the possession of the police.

M.P.'S UPROAR.

ALSACE MEMBER SHOUTED DOWN.

FRENCH FRACAS.

An Alsatian Communist deputy caused such a scene of violence in the Chamber as has not been seen since M. Poincaré took office last year.

M. Hueber, the German-speaking Communist deputy for Strasbourg, went to the tribune with a written statement which he began to read. It was so violent that an uproar began at once and loyal Alsatian deputies gathered round in front of the tribune, hurling in-

WHAT PEOPLE LIKE.

WATCHING OTHERS DO THINGS.

A "HORRID SUSPICION."

No long ago I spent the day at Brooklands. My ignorance of cars and their inner workings is abysmal. The dust, the petrol fumes, the over-powering noise, soon reduced me to a state of semi-exhaustion. Yet I enjoyed that day. I was happy in a kind of dazed way.

I believe that there is something in the modern temperament that demands vast crowds and stupendous noise, that enjoys being deafened and hustled and pushed.

Brooklands and Hendon satisfy very completely this strange and rather morbid taste.

How our eighteenth-century ancestors, for instance, would have shuddered at the imperial nightmare, Wembley, with its blaring loud-speakers, interminable sights, and mammoth entertainments. Yet we curious moderns took pleasure in it and visited it again and again.

The popularity of the Derby, Wimbledon, the Cup Tie needs no explanations. All three events appeal to the sporting instinct that has been inherent in mankind since time immemorial. The Olympic games of ancient Greece, the mediaeval tournaments, our modern race meetings, the same popular demand created them all, call it what you like—the gambling spirit, desire for excitement, or just the exquisite pleasure of standing by at ease watching other people exert themselves.

When last summer a wonderful collection of Flemish primitives was brought to Burlington House, certain artistic authorities cast gloomy doubts on the possibility of the exhibition being a general success. "The public doesn't care for art," they said.

People, contrary to their prognostications, flocked in their thousands to the exhibition. And it was not the cultured world alone, but men and women of every class, who clustered round and rhapsodised over the delicious Flemish madonnas and saints. So it seems that even in this mechanical and material age:—

Beauty itself doth of itself persuade
The eyes of men without an orator.

Sometimes I have a horrible suspicion that no one really knows what the public likes, least of all the public itself. It is as unaccountable as a bird, darting at random here and there. A murmur goes round:—"Have you seen 'Ben-Hur'?" "Have you read 'Jew Suss'?" "No, Ought I to have?" The rumour spreads like wildfire, and so 'Jew Suss' leaps through its editions, and 'Ben-Hur' remains for months at the Tivoli, for all the world like a real live play.—Magdalen King-Hall in the 'Royal Magazine.'

ing that no word of Hueber's speech would appear in the official records.

The Communist finished his speech, not more than three or four words of which had been audible in the Press gallery, amid a storm of boos and hisses.

DEBTS OF HEIR.

£80,000 SPENT IN TWO YEARS.

"AMUSING HIMSELF."

The story of the dissipation of a fortune within two years by an heir to about £250,000 was disclosed during the public examination at St. Albans Bankruptcy Court of Geoffrey Basil Herbert Mundy, aged 23, of Koubbeh, Kenton, Harrow, formerly residing with his father at Raleigh House, Barnstable, Devon.

The legacy came to him on his coming of age in April 1925 under the will of his grandfather, Mr. John Henry Andrew, of the Toledo Steel Works, Sheffield. His statement of affairs showed liabilities £12,235 12s. 9d., assets £7,039 3s. 6d., including an estimated surplus of £7,000 from a previous bankruptcy last May, leaving a deficiency of £5,196 9s. 3d.

Mundy said that after he came into the legacy he left Barnstable for a flat in London and began to spend money freely. He soon found himself in financial difficulties and had to resort to money-lenders. One of them took proceedings against him, and a receiving order was made on May 18 last.

£25,000 Gift To Father.

Up to that time he had received between £80,000 and £90,000 of the legacy. As to the remainder, some of the shares had not been negotiable. He had given about £25,000 to his father and had settled on himself £25,500. That settlement had been annulled by his bankruptcy. The remaining £30,000 of £40,000 he had spent in various ways.

He had done some gambling and had lost money on horse races and card playing. There was an item of £750 in his deficiency account which was attributed to losses at card playing.

Asked where the bulk of his fortune had gone, Mundy said he did not know; he could only say he had spent it, adding, "It is my own money and one is entitled to amuse oneself."

He said that motor-cars had been one of his hobbies. At one time he owned seven, of which two were racing cars.

A Company Venture.

In December 1926 he was interested in the formation of Air Taxis, Limited, at Stag-lane aerodrome, Edgware. He was made a director at a salary of £100 a year and had 2,010 shares. The share certificates were now in the hands of the trustee in bankruptcy.

He had obtained in loans from various money-lenders £2,550, for which he had undertaken to repay £10,150.

Mundy agreed that living at a rate of about £100 a week might possibly be extravagant, but he did not think it was, seeing that he had been in the habit of living previously at the rate of from £30,000 to £40,000 a year.

The examination was adjourned.

WATER SUPPLY.

Level and Storage of water in Reservoir on January 19, 1928. CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1926	1927
Tytam	13' 8" B	12' 8" B
Tytam Bywash	25' 4" B	26' 8" B
Tytam Intermediate Level	Level	Level
Tytam Tuk	12' 11" B	22' 8" B
Wong Nei Chung	15' 2" B	15' 4" B
Pokfulum	17' 11" B	19' 3" B
[Note: B. denotes "Below Overflow": A denotes "Above Overflow".]		
Storage in millions and decimals of gallons.		
	1927	1928
Tytam	278.72	285.78
Tytam Bywash	.59	.38
Tytam Intermediate	185.90	185.90
Tytam Tuk	1,121.75	926.98
Wong Nei Chung	13.55	15.45
Pokfulum	23.38	25.82
Total	1,638.91	1,448.25

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of December.

	1926	1927
Consumption	244.29	271.58
Estimated population 407,620	407,620	417,940
Consumption per head per day	19.3	20.9
Full Supply in all Rides Main Districts during December, 1927, with the exception of the districts West of Eastern Street where an Intermittent Supply was given from 4th to 31st December, 1927.		
Full supply in all Rides Main Districts during December, 1927, with the exception of the districts West of Eastern Street where an Intermittent Supply was given from 1st to 31st December, 1927.		

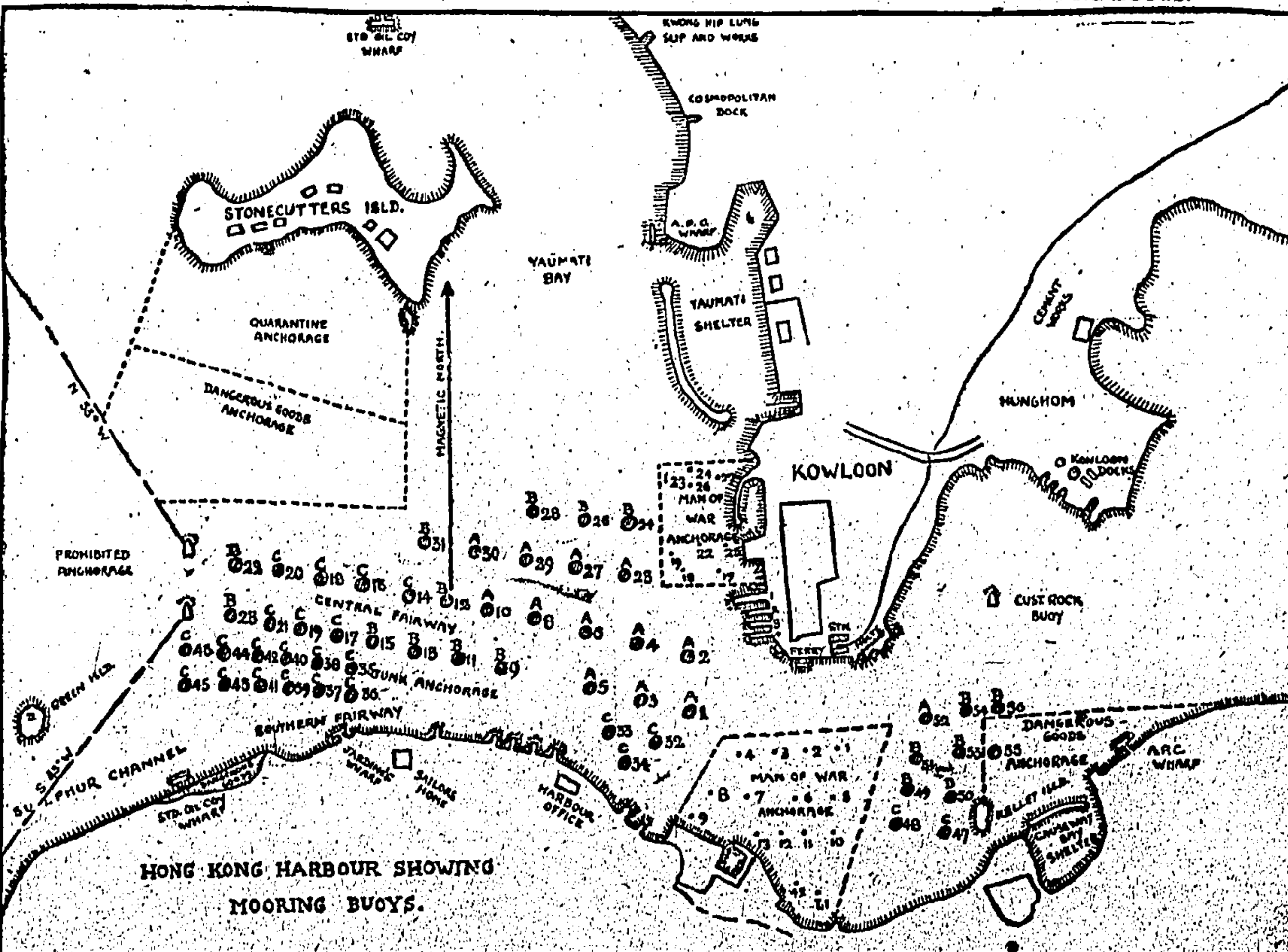
KOWLOON WATER WORKS LEVEL.

	1927	1928
Kowloon Reservoir	7' 0" B	7' 4" B
Shek Lai Pul Reservoir	0' 7" B	1' 1" B
Reception Reservoir	8' 4" B	2' 3" B
Storage in millions and decimals of gallons.		
	1927	1928
Kowloon Reservoir	283.50	280.42
Shek Lai Pul Reservoir	93.40	96.87
Reception Reservoir	24.55	27.24
Total	401.45	404.53

Consumption of water in Kowloon in millions and decimals of gallons during the month of December.

Consumption

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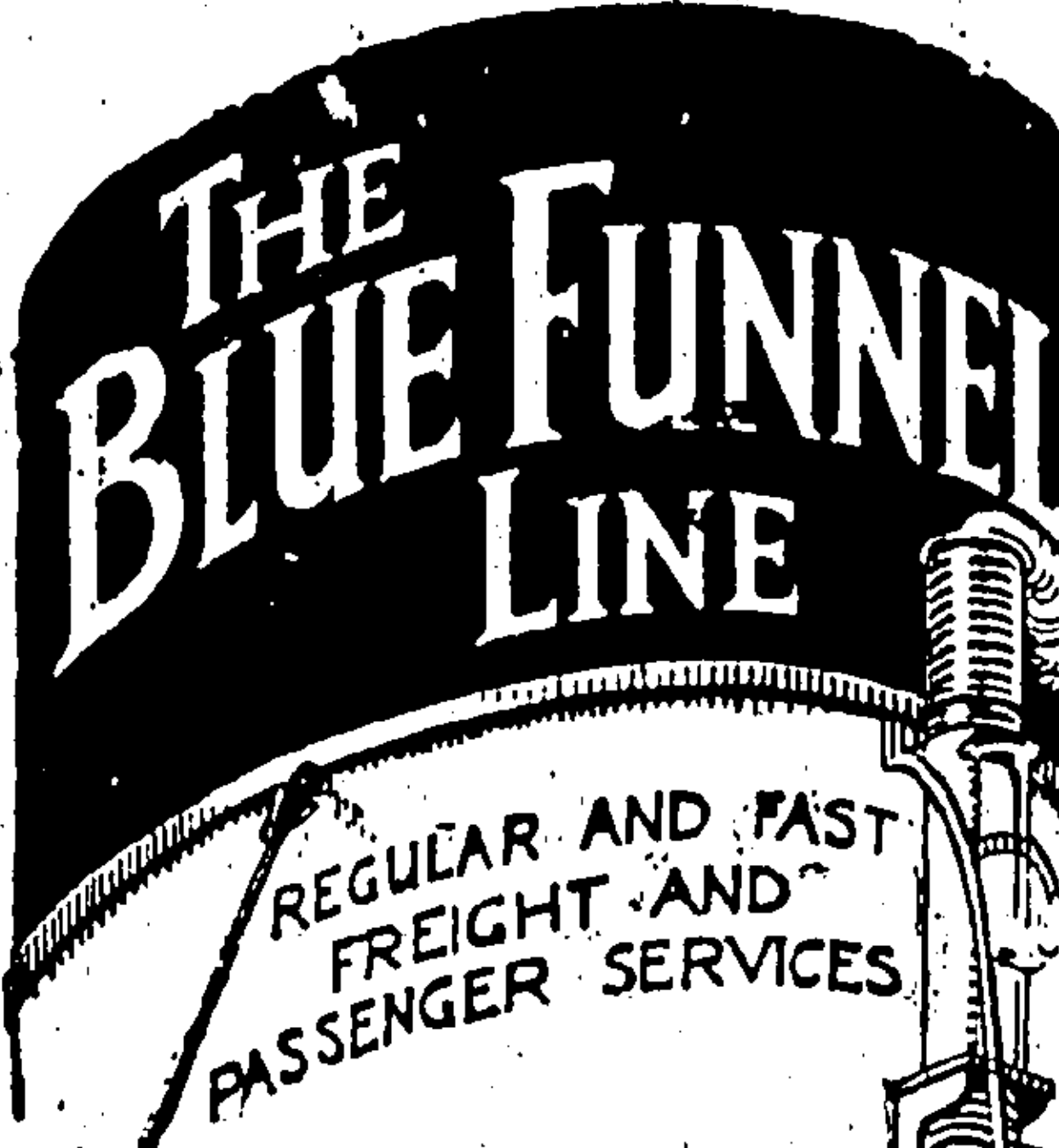
THE DOLLAR DIRECTORY CO.

INVITE INFORMATION FOR THE

1928 ISSUE

OF THE

DOLLAR DIRECTORY.



LONDON SERVICE.

"ANTENOR" 25th Jan. Marseilles, London, Rotterdam & Glasgow
"PERSEUS" 27th Jan. Marseilles, London, Rotterdam & Hamburg
"HECTOR" 29th Jan. Marseilles, London, Rotterdam & Hamburg
"GLAUCUS" 31st Jan. Marseilles, London, Rotterdam & Hamburg
via Quabianca.

LIVERPOOL SERVICE.

"MENTOR" 20th Feb. Genoa, Havre, Liverpool & Glasgow
"ACHILLES" 22nd Feb. Genoa, Havre, Liverpool & Glasgow
"POLYHEMUS" 24th Feb. Genoa, Havre, Liverpool & Glasgow
"BELLEPHON" 26th Feb. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

"LYCAON" 28th Jan. Victoria, Vancouver & Seattle
"PROTEUS" 30th Jan. Victoria, Vancouver & Seattle
"TALITHYRA" 1st Feb. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"LYCAON" 5th Mar. New York, Boston & Baltimore
"RHESUS" 7th Mar. New York, Boston & Baltimore

PASSENGER SERVICE.

"ANTENOR" 25th Jan. Singapore, Marseilles & London
"HECTOR" 27th Jan. Singapore, Marseilles & London
"PERSEUS" 29th Jan. Singapore, Marseilles & London
"GLAUCUS" 31st Jan. Singapore, Marseilles & London
Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to:-

Butterfield & Swire,

Agents.

POST OFFICE NOTICE.

CHINESE NEW YEAR HOLIDAYS.

On Monday, the 23rd instant, the G. P. O. and Branch Post Offices will be entirely closed; and on Tuesday, the 24th instant, the G. P. O. will be open from 8 a.m. to noon and the Branch Post Offices from 8 a.m. to 9 a.m.
On Tuesday, the 24th instant, there will be one collection from the pillar-boxes, and one delivery of ordinary correspondence as on Sundays, and also one delivery of registered correspondence from the G. P. O. at 9 a.m.
The Money Order Office will be entirely closed during the holidays.

INWARD MAILS.

From	Per	SATURDAY, JANUARY 21
Straits	Takada.	21
Shanghai	Sinking.	22
Europe via Suez (letters & papers, London 22nd Dec., 1927)	Khyber.	23
Straits	Atsuta Maru.	23
U.S.A., Canada, Japan & Shanghai.	Pres. Cleveland.	23
Manila	Pres. Lincoln.	23
Shanghai & Amoy	Nanning.	23
TUESDAY, JANUARY 24		
Manila	Emp. of Canada.	24
Shanghai	Antenor.	24
U.S.A., Honolulu, Japan & Shanghai.	Tonyo Maru.	24
Japan & Shanghai	Haruna Maru.	24

OUTWARD MAILS.

For	Per	SATURDAY, JANUARY 21
Hollo	City of Bedford	1.30 p.m.
Amoy	Takada	5 p.m.
Pakhoi	Limchow	5 p.m.
Saigon	Halvard	5 p.m.
SUNDAY, JANUARY 22		
Shanghai, Japan & Europe via Siberia	Khyber	9 a.m.
Swatow, Amoy & Formosa	Kaijo Maru	9 a.m.
Manila	Pres. Cleveland	9 a.m.
Haiphong	Song Bo	9 a.m.
TUESDAY, JANUARY 24		
Shanghai	Atsuta Maru	9 a.m.
Swatow	Yat Shing	9 a.m.
*Shanghai, *Japan, *Canada, *U.S.A., *C. & S. America & *Europe via Victoria, B.C.—due Victoria, B.C. 18th Feb. Parcels 10 a.m. Registration 11.15 a.m. Letters Noon	Pres. Lincoln.	9 a.m.
WEDNESDAY, JANUARY 25		
Shanghai, Japan, Canada, U.S.A., C. & S. America & *Europe via Vancouver—due Vancouver, B.C. 12th Feb. & Europe via Siberia. Parcels 9 a.m. Registration 9.15 a.m. Letters 10 a.m.	Emp. of Asia.	9 a.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles—due Marseilles, 22nd Feb. K.P.O.—Registration 9 a.m. Letters 10 a.m. G.P.O.—Registration 9.45 a.m. Letters 10.30 a.m.	Antenor.	1.30 p.m.
Java via Batavia	Tjearoea	1.30 p.m.
Sandakan	Sulung	1.30 p.m.
Bangkok	Kalying	3.30 p.m.

*Correspondence bearing vessel's name only.

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HELD UP GERMANS.

Echo of Big Fight at Givenchy.

SIR ARTHUR HOLLAND.

M.P.'s Fine Record As Artillery Officer.

Lieutenant-General Sir Arthur A. E. A. Holland, M.P. for Northampton, died in mail week aged sixty-five.

He had been ill for some days with bronchial trouble, and a fortnight ago was removed from his country house, Hanslope Lodge, near Wolverton, to London for special treatment.

Sir Arthur, who was formerly Commandant of the Royal Military Academy at Woolwich, had a fine record in the war.

As commander of the first Army Corps he was specially congratulated by Lord Haig on the fine defence which his corps put up at Givenchy when attacked by eleven German divisions.

He had a fine record as an artillery officer.

During the South African War he won distinction by hauling two guns of his battery up the precipitous slopes of Coles Kop and shelling the Boer laagers below.

His death will cause a by-election at Northampton, where at the General Election the figures were: Sir Arthur Holland (C.), 16,017; Miss Margaret Bondfield (Socialist), 15,046; Mr. J. Manfield (Liberal), 9,436.

TREATY RIGHTS.

NO DEPRIVATION BY FORCE.

BRITAIN GENEROUS.

London, Yesterday. Sir Austen Chamberlain, in his speech at Birmingham said that the danger at the present time was not so much (if at all) direct hostility as that inspired and directed by the Soviet, but the state of anarchy prevailed along the Yangtze Valley, which was disastrously affecting trade in China.

"Yet in spite of everything we adhere to the policy of patience and conciliation. We desire peace and have no interest in China except to pursue the peaceful occupations of trade without injury to Chinese liberties or interests."

"We do not want to obtain another inch of Chinese soil and only seek such security as will enable our traders safely to pursue their lawful peaceful avocations.... We cannot permit ourselves to be deprived forcefully of our treaty rights, but we are ready at any moment, in a generous spirit, to negotiate with anyone able to speak for the Chinese people, and to take and fulfil engagements in their name, in order to adjust old treaty rights to the new position, and to give generous satisfaction to the legitimate demands of the Chinese for the development of their nationality and independence."

Concluding, Sir Austen hoped that the British communities, and particularly the British Press in China, would do their share in bringing home to the Chinese people the goodwill entertained for China, not only by His Majesty's Government, but by all their countrymen—the desire we all had to live in peace and friendship with them.—Reuter.

An Act of War.

London, Yesterday. Sir Austen Chamberlain, dining at Birmingham last night, reviewed the Chinese situation, which, although still causing anxiety was, he believed, less critical and anxious than a year ago. He described the forceful seizure of lawfully held British Concessions as an act of war directly provoked, not in the interests of China, but of world revolution, of Soviet agents. In spite of this provocation Britain had refused to treat it as an act of war.

No act of such generosity in such circumstances would have been possible to any government that was not conscious of its strength and power, and no such act of generosity, no such exhibit could be found in all past relations of the Powers with China.

Sir Austen Chamberlain said that active anti-foreignism had passed with the passing of Russian influence from the Chinese Nationalist Party. It is the anarchy prevalent in the Yangtze Valley

BURIED ALIVE.

German Fakir's Long Sleep.

6 DAYS IN COFFIN.

Man Who Willed Himself To Sleep 120 Hours.

Berlin, Jan. 3. Tokha, the German fakir who boasted that he could will himself to sleep for 120 hours while buried underground, was exhumed at Stuttgart last night before a crowd of 5,000.

Except for a bad headache, Tokha declared that he felt quite fit.

During his sleep he had lost 22 lb. in weight. On reviving he was given water and soft food.

Tokha, who put himself into the trance last Monday, slept in a glass-topped coffin at depth of 6 ft., a shaft to the surface enabling those above to see him on the coffin.

Once he was nearly awakened by the visitors calling him loudly by name.—Central News.

"LITTLE WAR."

BRITISH IN ACTION IN SOUDAN.

REBELS RETREATING.

Khartoum, Yesterday. A Flight Air Force machines company, mounted rifles, Sudanese machine gun battery, five companies of the Equatorial Corps, two companies of camel corps and a detachment of engineers comprise the British forces in the "Little War" in the Sudan arising out of the murder of Col. Ferguson.

The rebellious Muong Clan have retreated to islands surrounded by vast swamps in the Shambe area, which is now cordoned by the British troops. The latter are endeavouring to communicate to the Nuer tribesmen that the innocent have nothing to fear.

Simultaneously, operations are proceeding in the Lau area where the witch doctors preached rebellion. Many chiefs have submitted but Kurjur and the leaders, Pok and Gwek with small followings, remain the principal quarry.

PRAYER BOOK.

TEXT OF NEW MEASURE PUBLISHED.

A MATTER OF WORDING.

London, Yesterday. A new Prayer Book measure, forecasted by the Archbishop of Canterbury and York, has been published. The changes are chiefly a matter of wording in order to remove possible misunderstanding, notably as regards the reservation of the Sacrament and the powers of the Episcopate.

An explanatory note by the Archbishop says the changes may seem few but must not be thought unimportant in view of the stress laid thereon by critics. Furthermore, it should be understood that the measure is not necessarily final. It will require the approval of the houses of Bishops, clergy and laity, and it is hoped to be presented to Parliament before Whitsun.—Reuter.

COOLIDGE HOME.

Washington, Yesterday. President Coolidge has arrived from Havana.—Reuter's American Service.

which was now doing most damage. Despite this Britain maintained her policy of patience and concentration. We did not want another inch of Chinese soil and had no interest except peacefully to pursue our trade relations without injury to Chinese liberties or interests.

Sir Austen Chamberlain continued: "We stand by our policy of peaceful conciliation. We cannot permit ourselves to be deprived by forceful action of our treaty rights, but we are ready at any moment in a generous spirit to negotiate with anyone who can stand for Chinese people and can make engagements in their name and fulfil engagements which they have taken, in order to adjust old treaty rights to the new position and give generous satisfaction to the legitimate demands of the Chinese for the development of their nationality and independence.—British Wireless Service.

WOMAN EXECUTED.

Sequel To American Trial.

MALE ACCOMPLICE.

Murmurs Verses From Bible On Way To Chair.

New York, Jan. 12. Mrs. Ruth Snyder and her paramour, Henry Judd Gray, were electrocuted at the state prison here to-night, paying with their lives for the murder of Albert Snyder. Mrs. Snyder's husband whom they killed in order that they might pursue their illicit love affairs without interference from him.

Mrs. Snyder went to the chair first, muttering Biblical quotations as she was led to the execution. Just before the current was shot through her body, she cried, "Forgive them, Father, they know not what they do." She was dead at 11.06 p.m.

Gray's lips moved as in prayer as he was placed in the chair, but he made no sound. He was dead at 11.14.

Snyder, the art editor of a motor boating magazine, was killed in his home last March. He was struck over the head with a window weight while he slept and then was chloroformed and garroted. After the slaying, Mrs. Snyder and Gray placed the house in disorder to make it appear that the crime had been committed by a robber, and before he left, Gray bound Mrs. Snyder's hands and feet. Police quickly discovered discrepancies in the woman's story, and obtained a confession from her. Gray's arrest and a confession from him followed.

At their trials, the pair turned against one another, each accusing the other. Gray, testifying in his own behalf, said that Mrs. Snyder planned the murder and that he executed it. Both were convicted to death. Their execution became a certainty earlier this week when Governor Al Smith refused them executive clemency.—Associated Press.

RUBBER COMBINE.

RUMOURS OF NEW RESTRICTION.

London, Yesterday. Another rubber amalgamation is announced of the British Rubber Estates Java, Ltd., Weverly Plantations, Ltd., Toegoesari Rubber and Coffee Estates, Ltd., Tybar (Java) Plantation, Ltd., owning estates mainly vested in Dutch Companies and covering a total area of about 12,000 acres. The aggregate capital is likely to approximate \$620,000.

The "Financial News," under the heading "Canard Week in Rubber," says "the rumours that heralds a new rubber restriction in certain quarters, where it is assumed that this occasion form a reduction or abolition of the pivotal price or both, are completely discredited in response quarters."

The "Journal" is of opinion that the restriction cannot be ended except when the exportable quota is 100 per cent.

The Board of Trade returns show that in 1927 rubber imports into the United Kingdom were 145,321 tons and exports 85,075.—Reuter.

DEATH OF A FAMOUS PHYSICIAN.

London, Yesterday. The death is announced of Sir Dyce Duckworth, the famous consulting physician, born at Liverpool in 1840.—Reuter.

SIR D. DUCKWORTH.

Friend of King Edward.

Rugby, Yesterday. Sir Dyce Duckworth, the eminent physician, died to-day at the age of 87 years. He was a close friend of King Edward, to whom he was medical adviser when the latter was Prince of Wales.—British Wireless Service.

TERRIFIC SUSPENSE!

Counsel for the defence—himself the murderer—trying to clear an innocent man. What was the jury's verdict? See the amazing outcome in a fascinating new film—



The drama of a man who couldn't make a jury believe he was guilty. A picture that is at once amazing, different and stimulating.

AT THE

QUEEN'S FINAL SHOWINGS TO-DAY

At 2.30, 5.10, 7.15 & 9.20.

Romance and thrills in a capital outdoor adventure story—



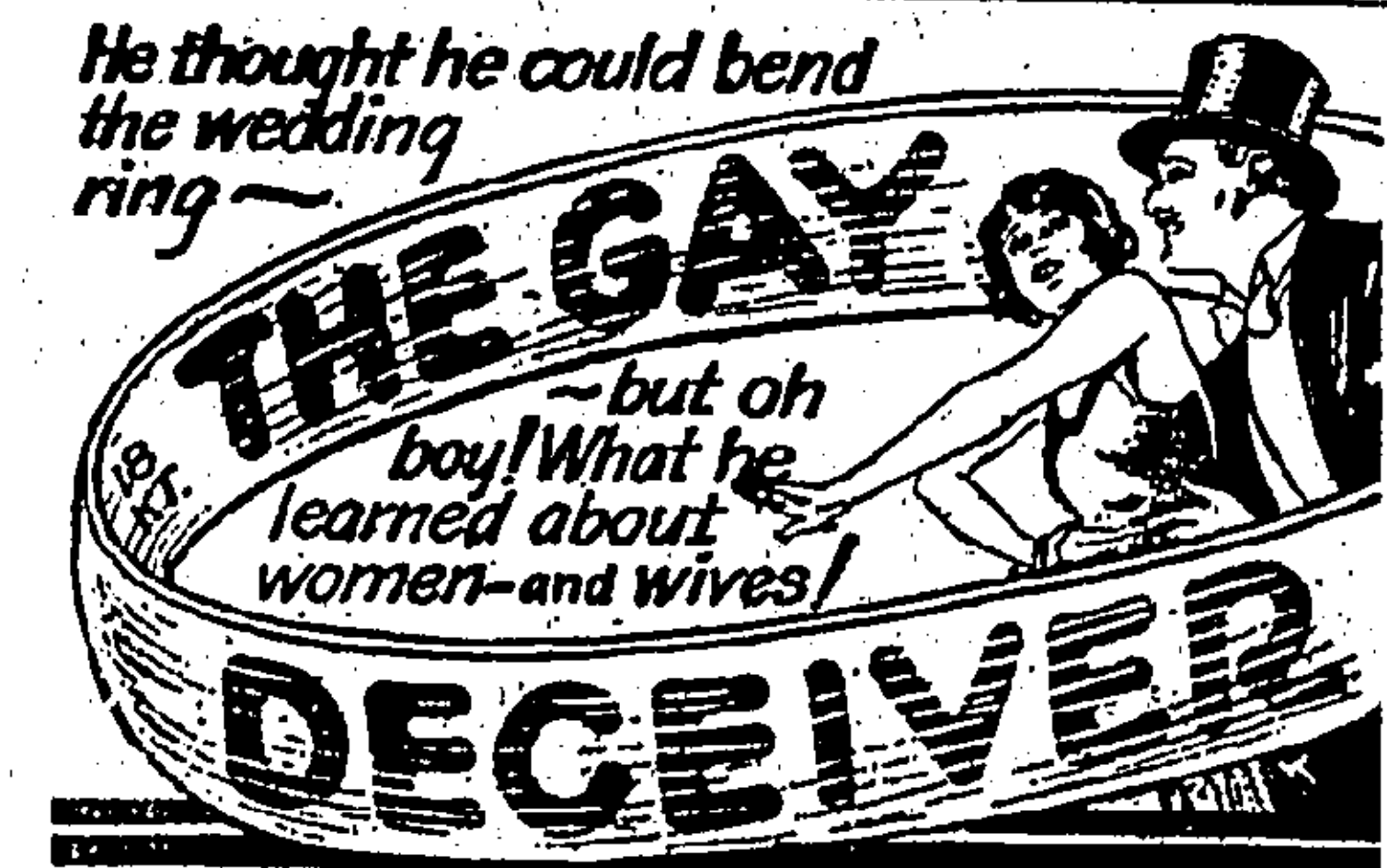
THE DESERT'S TOLL

with FRANCIS McDONALD

AT THE

WORLD FINAL SHOWINGS TO-DAY

Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15.



AT THE

STAR FINAL SHOWINGS TO-DAY

Continuous 2.30 to 8.30.

At 9.15—The Globe Trotters in "INCIDENTS."

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